

monthly report



November 10, 1964

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NEW JERSEY STATE HIGHWAY DEPARTMENT

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WDDOT RESEARCH LIBRARY

INTERSTATE ROUTE 80

A major portion of the Bergen—Passaic Expressway from the Garden State Parkway to the George Washington Bridge was opened this month with Governor Richard J. Hughes and Federal Highway Administrator Rex M. Whitton participating.

It is anticipated that the Expressway will be open to Paterson before summer, producing major traffic relief on existing Route U. S. 46 and Route 4.

It is worth noting that the "flying traffic reporter" of radio station WOR noted an immediate improvement in the congestion on these existing highways as soon as Interstate Route 80 was opened.

BUREAU OF SOILS AND SUBDRAINAGE

The Soils Bureau acted as host for the Fifth Annual Conference of Soils Engineers of the Northeastern State Highway Departments. The Conference, lasting three days, was held at the Holiday Inn on Route 1 at Princeton, New Jersey on October 6, 7 and 8, 1964. Representatives present were from the States of: Connecticut, Maine, New Hampshire, New York, New Jersey, Rhode Island and Vermont. Further representation was from the Highway Research Board and the Bureau of Public Roads.

The conference was called to order by the New Jersey Soils Engineer Olof Jansson, who then introduced James R. Schuyler, New Jersey State Highway Engineer, who welcomed the delegates and commented on the importance of soils research.

BUREAU OF SOILS AND SUBDRAINAGE

During the three day conference some eighteen talks (mostly illustrated by maps, drawings or projected visual aids) were given by the engineers of the various states. Credit must be given to these men for the success of the conference. The time they put into the preparation of their talks and their presentation was unselfishly given.

In addition to the talks, a full length sound film entitled, "Rock Fall and Its Control" was shown by the courtesy of the Bureau of Public Roads.

This was followed by a field trip to the Northern District lasting all afternoon. Here on Routes 280 and 80 rock slope construction was observed by the entire group.

STATE AID

Favorable weather during this period and the desire to complete as much work as possible before cold weather sets in has greatly influenced the continued activity in all phases of the State Aid Program.

State Aid Projects under way:

	<u>Sept. 1964</u>	<u>Oct. 1964</u>
Municipal Improvement Projects	96	109
Municipal Maintenance & Repair Projects	141	115
County Improvement Projects	0	0
County Maintenance & Repair Projects	18	14

STATE AID, cont'd.

The District Offices are in the final stages of completing the processing of Municipal Aid Construction Allocations for 1965 State Aid Grants for the Division's final review and recommendation.

Counties

Bituminous Surface Treatment work is under way in 14 counties. Mercer County started its surface treatment program during this period and Burlington, Somerset and Camden Counties completed their surface treatment programs.

Thirteen items of work were received by the Division Office for final review and approval. Final action was completed on 12 items.

Municipalities

Maintenance programs continued to represent a great portion of the work being performed by the municipalities. Seventy-nine maintenance programs were completed during October as compared to 78 in September.

Improvement projects also indicated an increase during this period. Forty-three projects were completed during October as compared to 35 in September.

There were 448 items received by the Division Office for final review and approval. Final action was completed on 246 items.

STATE AND COUNTY

The District Office has been in the field since its organization
the purpose of the District Office is to coordinate the
the work of the District Office and the County Office and
and recommendations.

REVENUE

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STATE AID, cont'd.Personnel

Two employees were hired during this period and assigned to Districts I and II. One employee submitted his resignation.

At the close of this period, there were 11 vacancies in the Division. These vacancies are for assignment to:

Division Office - 2
District Office - 9

TRAINING

The Supervisory Management Training Course for the Right of Way Division was completed. A detailed management inventory was presented to the Director of the Right of Way Division at a meeting, along with recommendations from the Personnel Division.

The Stenographic Refresher Training Course was completed, and there was noticeable improvement in the participants' skills. Such a course, if this pilot program is any indication, would be met with enthusiasm and eagerness by other Department employees.

A brief survey of the Highway Youth Training Program was taken among the three team Foremen. It was the consensus of opinion among the Foremen that the program is a great success and they unanimously would like to see other training groups employed.

TRAINING, cont'd.

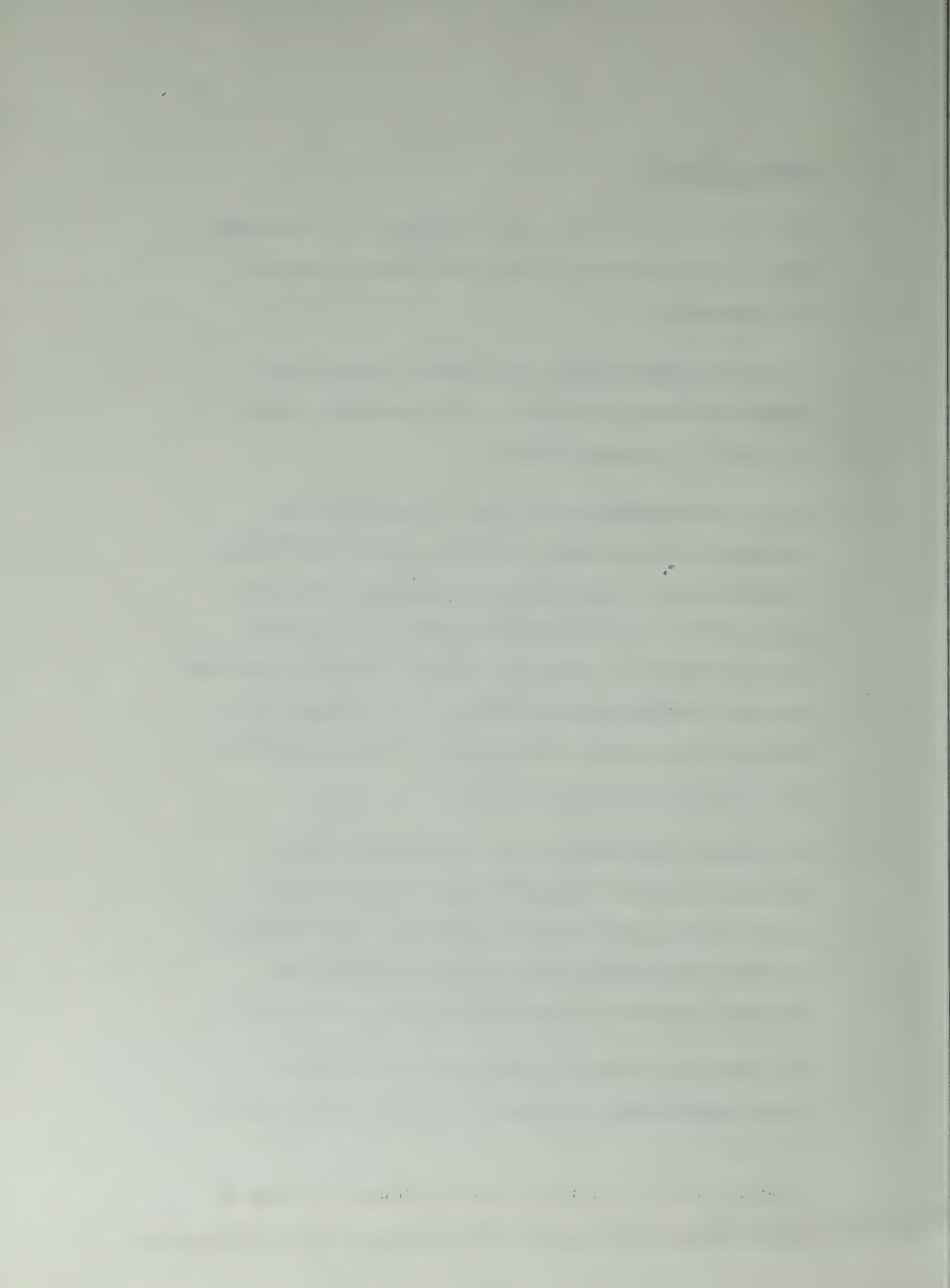
The total group was reduced from 16 trainees to 15 this month when it was discovered that one of the trainees falsified his application.

We received program approval for Federal funding of this program commencing on November 2, 1964 and ending on March 19, 1964, for the sum of \$5064.00.

We are now entering the final phase of the Supervisory Management Training Course for Foremen and Assistant Foremen in the Division of Maintenance and Operations. The final sessions will be held on Friday, November 13, 1964. Upon program completion, a detailed management inventory along with Personnel Division recommendations will be presented to the Division of Maintenance and Operations. Foremen completing the course have rated it as very good to excellent.

The two-hour Refresher Course for 25 Department typists has been completed. Twenty-two Department typists were presented with certificates of completion. The course was met with much enthusiasm and many other employees have expressed the desire to attend such sessions in the future.

The IBM Course in Machine Dictation for administrative supervisory personnel was completed. Trainees attending this



TRAINING, cont'd.

session were well pleased with its content and with what they learned from it.

The Department of Civil Service is sponsoring a training course in Communications, to be conducted by Trenton State College. The course is designed to improve participants' business letter writing skills. It will consist of nine 2-hour sessions to be conducted in the Civil Service conference room at 106 West State Street, Trenton. Sessions will be held from 10:00 a.m. to 12:00 noon on nine consecutive Mondays starting on October 19, 1964. Five supervisory, professional or technical level Department employees are attending these sessions.

The Business Management Course for Construction Contractors is designed to acquaint Department personnel in the Contractor's Classification Office with the problems and solutions involved in the management aspect of the construction contractor's operations. It is being conducted by the Building Contractors Association of New Jersey for four evenings, from 7:00 p.m. to 9:00 p.m., starting on October 29, 1964. Two Department employees have been selected to attend these sessions.

The Mixed Proportioning Technology Course is designed to give up-to-date information to Department employees engaged in concrete technology. It is being conducted by Rutgers-Extension Division for five consecutive Mondays starting on

TRAINING, cont'd.

October 19, 1964. Ten Department employees engaged in concrete technology have been selected to attend these sessions.

A full scale Orientation Program for all newly employed Department personnel was decided upon. The Training Section is awaiting the completion of negotiations for a training center and the completion of an Employee Handbook before instituting this project.

Eighty-three employees completed the 12-hour Civil Defense Adult Education Course during the month of October. This brings the Department total up to 918 employees who have completed the Civil Defense Adult Education Course.

RESEARCH AND EVALUATIONCenter Barriers

In conjunction with the Bureau of Public Roads, conducted an unsuccessful effort to obtain speed-displacement study on the Route U. S. 22 viaduct as a preliminary to installation an "Isle Guard" traffic guiding barrier. Resubmitted proposed contract to Henry Such Smith for review and submission in accordance with standard procedures.

Intersection

Continued reconnaissance of intersections and evaluating methods

RESEARCH AND EVALUATION, cont'd.

of obtaining traffic information data, such as speed-displacement, preparatory to conducting advanced studies designed to recommend test installation of "Switch-Point" Design intersection.

Pavements

In conjunction with the Soils Bureau a condition survey of Forsgate Drive (Route U. S. 130, vicinity of Jamesburg) was conducted in connection with a pavement recommendation for a proposed interchange with the New Jersey Turnpike.

Miscellaneous

Representatives of the Division participated in the following:

1. Attended a meeting of the Bituminous Pavement Investigating Committee.
2. Attended a meeting of the Policy Committee of the National Proving Ground for Freeway Surveillance Control and Electronic Traffic Aids.
3. Attended a meeting in Boston, Massachusetts at M.I.T. to discuss possible further advances in computer techniques with emphasis placed on highway engineering problems.
4. Attended a meeting in Chicago sponsored by Portland Cement Association in which the main theme was the requirement for "Communication", specifically dissemination

RESEARCH AND EVALUATION, cont'd.

of information among the many state, federal and private agencies in matters pertaining to concrete and its highway uses.

ADMINISTRATION BUREAU

Bids were received on eight projects and necessary reports and certificates of awards prepared. Five contracts were awarded; contracts prepared and forwarded for execution. Execution of five contracts were completed, and six projects were advertised. One hundred forty-eight sets of plans and supplementary specifications were distributed.

Schedules of Approvals

Four schedules were prepared listing a total of three hundred twenty-five items, which by a combination of items where possible represents action on three hundred fifty-seven individual items. Official copies of Schedules were signed by the Commissioner, placed in the Minute Book and indexed. Schedules of Approvals were distributed in accordance with regulations and necessary letters concerning official actions were written.

General

89 Standard Specifications issued

3 Books of Materials issued

3 Deposits made for transmittal of income

ADMINISTRATION BUREAU, cont'd.

- 78 Property Agreements attested and processed
- 18 Agreements attested and processed
- 31 Municipal Aid contracts, applications, agreements, transfers,
etc., certified
- 17 General Releases executed
- 5 Utility Orders attested and processed
- 11 Traffic Regulations certified
- 5 Motor Vehicle Claim Settlements executed
- 19 Affidavits taken
- 31 Snow Removal Agreements executed

MEETINGS

In addition to the routine staff and other meetings, the following are a few of the meetings held during the month:

Oct. 14 - Meeting with officials of Paramus regarding traffic in the area of the shopping centers on Route 17 and Route 4.

Oct. 15 - Meeting with Governor Hughes to discuss railroad transportation matters.

Meeting with officials of Nutley to discuss highway improvements in that area.

Staff appearance on New Jersey Report, Channel 13.

Staff meeting with Budget Bureau officials regarding accounting improvements.

Oct. 19 - Opening of the Bergen-Passaic Expressway from the George Washington Bridge to the Garden State Parkway by Highway Administrator Whitton and Governor Hughes.

Luncheon with Highway Administrator Whitton and Governor Hughes.

MEETINGS, cont'd.

Oct. 19 - Meeting with Mr. Hill of the Management
Labor Relations Institute of Rutgers University.

Oct. 20 - Cabinet meeting in Governor's Office.

Staff meeting with officials of WABC-TV in
New York.

Oct. 21 - Meeting with officials of Pennsylvania and
the Delaware River Port Authority regarding
operation of the Chester-Bridgeport Ferry
in Philadelphia.

Staff meeting with officials of the Civil
Service Department regarding proposed
Industrial Engineering Bureau.

Oct. 22 - Meeting with Douglas Neeland, Assistant
Suburban Editor of the New York Times,
regarding coverage of events in New Jersey.

Meeting with Mr. Shoemaker of the Jersey
Central Railroad regarding the financial
affairs of that carrier.

Oct. 23 - Meeting with officials of the New Jersey
Turnpike and the New York Port Authority
in New Brunswick regarding the proposed
widening of the Turnpike.

MEETINGS, cont'd.

Oct. 27 - Staff meeting regarding the formal Construction Program for 1964-65.

Meeting with officials of the Atlantic City Expressway regarding directional signs.

Nov. 2 - Meeting with Mr. Woods, Publisher of Constructioneer Magazine, regarding Highway Department programs.

Meeting with Systems Engineers of IBM regarding seminar for Highway Department executives.

Nov. 5 - Transmittal of 1964-65 Construction Program to Governor Hughes.

Transmittal of Booz, Allen & Hamilton Report to Governor Hughes.

Meeting with highway officials from Argentina regarding their impressions of New Jersey highway procedures.

Meeting with Mr. John Bullit regarding the Governor's Anti-Poverty Program.

Meeting with Mr. Erber of the Regional Plan Association regarding highway needs in North Jersey.

MEETINGS, cont'd.

Nov. 6 - Meeting with Hudson County officials regarding improvement of John F. Kennedy Memorial Boulevard.

Nov. 9 - Meeting with Mr. Gil Wood regarding railroad labor problems.

Addressed New Jersey Taxpayers Association at Newark.

Meeting with Mr. Williams of the Governor's Transportation Committee regarding regional problems and a tentative transit program.

Meeting conducted by the New York Port Authority at Newark regarding plans for expanding Newark Airport.

STATISTICAL SECTION



MONTHLY DIVISIONAL REPORT

Month of October, 1964

Division: Bridge

Bureau: Construction Section

Sheet 1 of 3

<u>ROUTE</u>	<u>SECTION</u>	<u>NAME OF PROJECT</u>	<u>% OF COMPLETION</u>
US1&9	2D	Redecking Viaduct, Essex County.	100
4	2D	2 Structures-Spring Valley Rd. to Kinderkamack Rd., Bergen County.	20
*4	2E&3G	Deck Repairs - 3 Structures, Bergen County.	49
US9	23B	4 Structures-Englishtown Road to Milford Brook, Monmouth County.	98
15	7A	Rockaway River Br., Removal & Temp. Detour Br., Morris County.	99
21	5A	8 Structures, Essex County.	96
24	13B	Culvert At Van Winckle Brook, Essex-Union Co.	30
29 Freeway 13F&14A 29 (1953) 15B		Culvert Ext. at Gold Run, Mercer County.	100
35	10B	5 Struc.-From Hobart Ave. to Rt. 36 Intchg., Monmouth County.	0
*35	12E	Repairs to Victory Br. Fender, Middlesex County.	0
36	1A&2A	Bridge over Flat, East & Waackaack Creeks, Monmouth County.	89
38	1C	6 Structures-From US130 to Third Ave., Camden Co.	100
44 168	3A & 1A & 2A	Culv. over S. Br. Newton Creek, Gloucester & Camden Counties.	87
US46	5B&6A	Black Brook & Wills Brook Culv. Exts., Morris Co.	97
*49	2C	Redecking of Salem River Br. Bascule Span, Salem County.	100
69&202	2A	3 Neshanic River Bridges, Hunterdon County.	97
70	1B	3 Structures-From Browning Road Circle to Cuthbert Boulevard, Camden County.	84

(*) Maintenance Funds

Bibliography		Author	
Title		Year	
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MONTHLY DIVISIONAL REPORT

Month of October, 1964

Division: Bridge

Bureau: Construction Section

Sheet 2 of 3

<u>ROUTE</u>	<u>SECTION</u>	<u>NAME OF PROJECT</u>	<u>% OF COMPLETION</u>
78	3G	11 Structures-From County Route 523 to Burnt Mills Road, Hunterdon-Somerset Counties.	29
78	4E	2 Structures-From Stony Hill Road to E. of Plainfield Ave., Somerset & Union Counties.	0
78	4H	7 Structures-From King Geo. Rd. to Horse Shoe Rd., Somerset & Morris Counties.	0
78	4L	7 Structures, From Rt. 287 to King George Road, Somerset County.	46
78	5T	Peddle Ditch Sheet Pile Wall, Essex County.	0
80	3E	3 Structures-From Pine Brook Road to 2 Bridges Morris-Essex Counties.	36
80	4F	3 Structures, Garden State Parkway to Senate St., Bergen County.	98
80	4H	6 Bridges, Retaining Walls-From Martin St. to Lakeview Avenue, Passaic & Bergen Counties.	95
80	4M	Viaduct, Walls & Bridge, Passaic County.	42
80	5S	5 Structures, Polifly Road to Hackensack River Bridge, Bergen County.	99
80	5Y	Permanent Signs-From Hackensack & Lodi RR to Hackensack R. Bridge, Bergen County.	64
95	1N	6 Structures-Interchange with Rt. 80, Bergen Co.	98
US202 & 69&202	6A & 1B	3 Structures-From US202, 1 mile south of Rt. 69 to Larisons Corner, Hunterdon County.	31
280	3A&4A	SB Prospect Ave. over I-280, Essex County.	37
280	5F,6B,7A	Drainage Tunnel, Essex County.	11
280	6C	Bridge, Ped. Bridge & Walls, Main St. Relocation, Essex County.	35

(*) Maintenance Funds

MONTHLY DIVISIONAL REPORT

Month of October, 1964

Division: Bridge

Bureau: Construction Section

Sheet 3 of 3

<u>ROUTE</u>	<u>SECTION</u>	<u>NAME OF PROJECT</u>	<u>% OF COMPLETION</u>
280	6D	7 Structures-From Harrison St. to Munn Avenue, Essex County.	0
287	6E	4 Structures-From 1000' N. of Far Hills Rd. to US202-206, Somerset County.	10
287	6F&7B	4 Structures-From Mt. Airy Rd. to North of Far Hills Road, Somerset County.	21
287	11A&12C	5 Bridges, 1 Cribwall - Interchange at Rt. 80, Morris County.	95
287	12D, 13C, 14B	Permanent Signs - Rt.80 Intchg. to US202, Morris Co.	99
295	1M	Rascoo Creek & Oldmans Cr. Bridges, Gloucester-Salem Counties.	61
*295	1Z	Timber Bulkheads at Rt. 295 Bridge over Big Timber Creek, Camden-Gloucester Counties.	57

BRIDGES OFF STATE HIGHWAY SYSTEM:

<u>COUNTY</u>	<u>NAME OF PROJECT</u>	
Atlantic County	Ventnor Avenue Bridge over Risley Channel.	99
Bergen County	Musquapsink Brook Bridge.	68
Essex County	Canoe Brook Road Bridge.	3
Hudson County	Reconstr. of Hudson Co. Blvd. over Newark & NYRR.	0
Monmouth County	Pleasure Bay Bridge.	34
Passaic County	Lincoln Street Bridge (Superstructure) over Passaic River and Approaches.	100

(*) Maintenance Funds



MONTHLY DIVISIONAL REPORT

Month of October, 1964

Division: Bridge

Bureau: Design Section

Sheet 1 of 3

ROUTE	SECTION	PROCESSING PLANS AND SPECIFICATIONS	% PLANS COMPLETE	TARGET DATE FOR ADVERTISING
*US1		12th Street Viaduct	25	1964
*US1		U.P. at Magnolia Avenue - Repairs	95	1964
*3		NYS&WRR - Deck Repair	5	1964
4		Stairs - River Road Overpass		
7		Overpass at DL&WRR		
13		Lovelandtown Bridge over Inland Waterway		
15		3 Bridges, 1 Culvert (Howard, Needles, Tammen & Bergendoff)		
18	2A&1C	Weston Mill Pond Bridge over Lawrence Brook		
20	2A	Paterson Peripheral Route (Madigan-Hyland)		
21		Newark Viaduct Widening Studies		
22		1 Structure - Cokesbury Road		
29 Fwy.	5	7 Bridges (Fay, Spofford & Thorndike, Cons.)		
33	5	3 Structures - Widenings		
35	13B	Curb Widening at Heard's Brook Extension		
35 Fwy.		27 Structures (Porter, O'Brien & Armstrong, cons.)		
46		1 Structure, Warren County		
55		9 Structures, Millville Bypass		
70	14A	2 Structures - Widening		
72		3 Structures - Ocean County		
78		9 Structures, Berkeley Hgts. to Shunpike Rd. (Madigan-Hyland, cons.)		
78	2G	6 Structures (Parsons, Brinckerhoff, Quade & Douglas, cons.)		
78	2M&3E	9 Bridges, 2 Culverts (Parsons, Brinckerhoff, Quade & Douglas, cons.)		
78	4J	1 Bridge, 1 Culvert (Brill Engr., cons.)		
78-287	4K-4E&5J	Sign Support Structure (Brill Engr., and Madigan-Hyland)		
78	4G	1 Bridge (Brill Engr., cons.)		
78	4F	1 Bridge (Brill Engr., cons.)		
78	4N&5P	3 Bridges (Madigan-Hyland, cons.)		
78	5L	5 Bridges (Madigan-Hyland, cons.)		
78	5N	3 Bridges, 1 Culvert (Madigan-Hyland, cons.)		
78-69		8 Structures, Clinton Point Interchange (P.B.Q.&D., cons.)		
78-24	5J&12A	23 Structures (Madigan-Hyland and Howard, Needles, Tammen & Bergendoff, Cons.)		
80	3	28 Bridges (Fay, Spofford & Thorndike, cons.)		
78		9 Bridges, Haynes Ave. Interchange (Madigan-Hyland, Cons.)		
78		16 Bridges, Port St. Interchange (Madigan-Hyland, Cons.)		

(*) Maintenance Funds

MONTHLY DIVISIONAL REPORT

Month of October, 1964

Division: Bridge

Bureau: Design Section

Sheet 2 of 3

ROUTE	SECTION	PROCESSING PLANS AND SPECIFICATIONS	% PLANS COMPLETE	TARGET DATE FOR ADVERTISING
80	4S	Rt 23 Interchange, 15 Bridges; Retaining Wall, Temp. RR Trestle, Sign Support Structure (Fay, Spofford & Thorndike, cons.)	90% Plans rec'd 7/29/64	
US130		3 Culvert Exts. (John G. Reutter, cons.)		
172		Pedestrian Overpass - Douglass College		
206		Columbus By-Pass - Chain Link Fence		
208		3 Structures - Widening		
280		9 Structures - From Rt. 80 Interchange to Pleasant Valley Way (Clarke & Hartman, cons.)		
280		13 Structures, West of Orange-E. Orange City Line (Edwards & Kelcey, cons.)		
280	6E	6 Bridges, Walls, Sign Support Structures (P.B.Q.&D., cons.)		
280	6F	7 Bridges, Newark Section, (Parsons, Brinckerhoff Quade & Douglas, cons.)		
287	7C	7 Bridges, 3 Culverts (Madigan-Hyland, cons.)		
295		19 Structures (Taylor, Wiseman, Taylor & Sleeper)		
295	1N	7 Bridges (T.W.T.&S., cons.)		
295	1R, 1S	1 Bridge, 6 Culverts (T.W.T. & S., cons.)		
295	1P	4 Bridges (T. W. T. & S., cons.)		
*322	11C	1 Structure - Deck & Pier Repairs	100	1964
Morris County		Howard Blvd. & DL&WRR Br. at County Rt. 264		
440		20 Bridges (Tentative) From US1 to Outerbridge Crossing (Madigan-Hyland, cons.)		
McGuire A.F.B.		2 Culverts (Porter, O'Brien & Armstrong, cons.)		

PROJECTS SENT TO B. P. R. FOR APPROVAL

36	2B&3C	2 Bridges, 4 Culverts, From Palmer Ave. Keansburg to 1st Ave., Atlantic Highlands
38	1F&2C	4 Struc. - Intchg. at Rt. 38, 41 & 73
80	4Z	Permanent Signs - From Garden State Pkwy. to Senate St.
280	7B	Storm Trunk Drain, City of Newark
295	2J	8 Structures - From Rt. 73 to Vicinity of Rt. 38 and
38	2D&3A	Marter Avenue to Vicinity of Briggs Road

(*) Maintenance Funds

MONTHLY DIVISIONAL REPORT

Month of October, 1964

Division: Bridge

Bureau: Design Section

Sheet 3 of 3

<u>ROUTE</u>	<u>SECTION</u>	<u>PROJECT ADVERTISED FOR BIDS</u>	<u>DATE OF BID</u>
17	5C	Paramus Road Interchange, Bergen County	11/19/64
28	7B	Rahway River Bridge	11/5/64
78	3F	5 Bridges; 3 Culverts (Parsons, Brinckerhoff, Quade & Douglas, cons.)	11/5/64

MONTHLY DIVISIONAL REPORT

Month of **October**19 **64**Division: **of Roads, Design & Construction**Bureau: **Roads**

ROUTE	SECTION	LOCATION	PERCENTAGE COMPLETED	
			Oct. 1.64	Nov.1.64
	2-D	Widening, Resurfacing and Bridges	3%	35%
	23A & 24A	Resurfacing, Dualization and Bridges	83%	94%
	23-B	Resurfacing, Dualization and Bridges	53%	68%
	2-A	Dualization	3%	4%
	7-A	Dualization and Bridge over Rockaway River	90%	97%
	5-A	Paving, Bridges and Walls in the City of Newark	88%	91%
	5A & 4A	Grading, Paving and Bridges	49%	53%
	13-B	Widening and Resurfacing	2%	31%
	13F & 14A	Grading, Paving and Culvert	69%	76%
	6-B	Dualization, Resurfacing and Turnarounds	88%	95%
	8-A	Widening and Intersection Improvements	92%	96%
	1A & 2A	Widening, Resurfacing, Barrier Curb and Bridge	71%	87%
	1-C	Widening, Resurfacing, Barrier Curb and Interchange	92%	94%
-168	3-A Etc.	Drainage Improvement	82%	82%
	5-A	Widening, Resurfacing and Bridge Extension - Budd Lake	85%	98%
	16-C	Grading, Paving, Resurfacing and Bridges	98%	99%
-202	1A & 2B	Grading and Dualization	3%	10%
	2-A	Dualization, Resurfacing, Barrier Curb and Bridges	81%	90%
	3-G	From County Route 523 to Burnt Mills Road	19%	22%
	4-H	Grading, Bridges and Incidental Paving		1.2%
	4-L	Grading, Bridges and Incidental Paving	42%	47%
	3-E	Grading, Drainage, Bridge and Culvert	26%	36%
	4-F	Grading, Paving and Bridges	87%	89%
	4-H	Grading, Bridges and Walls - City of Paterson	69%	77%
	4-M	Grading, Paving, Viaducts, Walls and Bridges - Paterson	37%	45%
& 95	5V & 1R	Grading, Paving and Signs	78%	91%
	5-Y	Permanent Signs	20%	70%
2	6-A)			
& 202	1-B)	Grading, Drainage, Paving and Bridges	6%	14%
0	3A & 4A	Grading, Paving & Bridge - Town of West Orange	66%	82%
0	6-C	Grading, Paving, Bridges and Walls	24%	31%
7	1-E Etc.	Interchange at Route U.S. 22 & U.S. 22 & 206	95%	96%
7	5-D	From Peters Brook to So. Interchange at Route U.S. 202 & 206	96%	96%
7	5F & 6B	Grading, Paving and Bridges	96%	97%
7	6-C	Grading, Paving and Bridges	96%	96%
7	6-E	Grading, Paving and Bridges	3%	13%
7	6F & 7B	Grading, Paving and Bridges	8%	21%
7	11A & 12C	Grading, Paving and Bridges	63%	68%
5	1-M	Route U.S. 322 to High Hill Road & Oldman Creek Road	65%	84%
		Glassboro State College - Contract No. 3		21%
	*	New Jersey College at Paterson - Contract No. 3	93%	93%
		New Jersey College at Paterson - Contract No. 4		8%

* Project shut down

MONTHLY DIVISIONAL REPORT

Month of **October**19 **64**

Division: of Roads, Design & Construction

Bureau: Roads

PROJECTS AWARDED IN OCTOBER

Route U.S. 22, Sections 13C & 14D - Resurfacing and Drainage. Awarded to Standard Bitulithic Company on October 21, 1964.

Route 78, Section 4E - Grading, Paving and Bridges. Awarded to Hal-Bros Contracting Company on October 21, 1964.

Route 208, Section 3D - Ramp at Maple Avenue Interchange. Awarded to Sam Braen Construction Company on October 21, 1964.

Route 35, Section 10B - Widening, Resurfacing, Barrier Curb and Bridges. Awarded to Mohawk Constructors, Inc. on October 29, 1964.

PROJECTS ACCEPTED IN OCTOBER

Route 10, Sections 3B & 4G - Turnarounds and Barrier Curb. Semi-finally accepted October 6, 1964.

Route 280, Section 5H - Demolition of Buildings. Accepted October 9, 1964.

Route 280, Section 6J - Demolition of Buildings. Accepted October 14, 1964.

Route 287, Sec. 1E Etc. Section 1B - Semi-finally Accepted October 14, 1964.

Route 287, Section 5D & Route U.S. 202 & 206, Section 1A - Semi-finally accepted October 14, 1964

Route 287, Section 5F & 6B. - Semi-finally Accepted October 15, 1964.

Route 45, Section 6A - Bridge Dem. Drainage & Incidental Paving. Accepted October 20, 1964.

Route 295, Section 1Y - Grading and Drainage. Accepted October 23, 1964.

Route 78, Section 5S - Demolition of Buildings. Accepted October 23, 1964.

Route 71(1953) Section 2A - Resurfacing. Accepted October 23, 1964.

Route 30, Section 5A - Absecon Creek Br. & Approaches. Accepted October 27, 1964.

Route 3, Section 1D - Grading, Paving, Resurf. & Pedestrian Bridge. Accepted October 29, 1964.

Route 3, Section 1G - Permanent Signs. Accepted October 29, 1964.

GENERAL NOTES

As of November 1, 1964, there were 56 projects underway, valued at approximately \$128,267,000. and being inspected by 278 men.

Bridge work is included in the value of these projects.

ORIGINAL

R. R. Rice

Assistant Supervising Construction Engineer

MONTHLY DIVISIONAL REPORT

Month of Oct. , 19 64

Division: Maintenance & Operations

Bureau : Equipment

Maintenance &
Operation:

Cars 500 ; Trucks 918 ; Heavy Duty, Self-Propelled Equipment 36 ; Light Duty, Self-Propelled Equipment 510 ; Rolling Equipment, all other classifications 661 ; Snow Plows 1111 ; Powered Accessories 418 ; Mechanical Accessories 167 ; Miscellaneous 60 ; Total Inventory 4381 .

PRODUCTION:

	No. Major Repairs and/or Projects		No. Minor Repairs and/or Projects		No. Miscellaneous Repairs and/or Projects	
	Month	Fiscal Year	Month	Fiscal Year	Month	Fiscal Year
General Repair Shops	563	2054	645	2425	59	283
Snow Plow Shop	215	791	105	545	1	29
Sheet Metal Shop	37	57	160	196	0	42
Carpenter Shop	11	50	2	120	0	4
Avenel	7	48	371	1308	0	6
Branchville	0	2	99	271	0	0
Clinton	57	156	227	947	0	0
Hammonon	20	65	45	158	11	49
Lodi	55	207	210	777	9	40
Merchantville	33	119	263	1020	14	64
Netcong	29	76	241	1102	0	0
Newark	17	53	330	966	150	500
Toms River	14	52	397	1259	12	150
Vineland	234	893	173	670	0	0

INVENTORY:

	Motor Vehicles			Self-Propelled Equipment				Powered Accessories		All Other Accessories	
	Trucks	Cars		Heavy Duty	Light Duty			Month	Fiscal Year	Month	Fiscal Year
Acquisitions	0	15	0	90	0	6	0	19	0	2	0
Trades or Deadlines	0	51	0	10	0	2	0	12	0	1	0

BUILDINGS & STRUCTURES

	No. Major Units	No. Minor Units	No. Leases in Effect
Inventory			95

	No. Structure Completions						No. Mechanical Completions						No. Miscellaneous Completions	
	Alterations	Repairs	New				Alterations	Repairs	New				Month	Fiscal Year
Projects	Mo.	Fisc.Yr.	Mo.	Fisc.Yr.	Mo.	Fisc.Yr.	Mo.	Fisc.Yr.	Mo.	Fisc.Yr.	Mo.	Fisc.Yr.		
	8	27	2	11	15	52	0	5	56	121	16	47	57	168

Designs & Studies

	No. Projects Completed		No. Work Orders Issued		Studies & Investigations	
	Month	Fiscal Year	Month	Fiscal Year	No. Initiated	No. Pending
Dept. Staff						
Consultant						

CLAIMS:

	Payments Received				Claims Initiated	Pending
	No. Month	No. Fiscal Year	\$ Month	\$ Fiscal Year	No.	No.
	7	70	1,156.09	4,127.18	8	38

REMARKS:

* Buildings & Grounds Bureau submit their own report.

MONTHLY DIVISIONAL REPORT

Month of Oct. 1964

Division: Maintenance & Operations

Bureau: Electrical

OPERATION:

On
27 Movable Bridges, Full Time; 7 ~~Notice~~ Notice; 2 closed to navigation.

MAINTENANCE:

* 1,161 Traffic Signals; 4 Lane Control Systems; 660 Illuminated Signs; 36 Movable Bridges;
371 Mobile Radio Units; 11 Base Stations; 58 Replacement Equipment Knocked Down, 58 Location;
3,443 State Maintained Lighting Units

CONSTRUCTION BY
DISTRICT FORCES:

	Completed						Under Construction (Month)		
	New Month	Fiscal Year	Revision Month	Fiscal Year	Replacement Month	Fiscal Year	New	Revision	Replacement
Traffic Signals	2	18	6	29	-	-	39	39	7
Lane Control Systems	-	-	-	-	-	-	-	1	-
Warning Systems	4	7	1	1	-	-	4	-	-
Illuminated Signs	-	2	-	2	-	-	-	6	-
Bridge Installations	1	1	-	-	-	-	-	-	-
Special	-	1	-	1	-	-	5	1	2
Miscellaneous	-	4	1	1	-	1	2	1	-

DESIGN:

	Bureau Forces			Consultants		
	Completed Month	Fiscal Year	In Progress Month	Completed Month	Fiscal Year	In Progress (Month)
Highway Lighting	2	3	6	1	2	5
Traffic Signals	12	37	5	-	-	-
Lane Control Systems	-	-	-	-	-	-
Warning Systems	4	5	1	-	-	-
Illuminated Signs	-	3	2	-	-	-
Bridge Installations	-	1	-	-	-	-
Specifications	-	8	5	-	-	-
Field Surveys	3	24	-	-	-	-
Special	2	4	-	-	-	-
Miscellaneous	2	8	-	-	-	-

INSPECTIONS:

Prime	PVO	Road	Bridge	FAS	SA	Miscellaneous
5	50	43		8	-	-

NEGOTIATIONS:

In Progress		Completed	
Traffic Signals	Highway Lighting	Traffic Signals	Highway Lighting
10	17	3	1

CLAIMS:

Payments Received				No. Initiated Month		No. Work Orders Issued Month	
No.	No.	\$	\$				
Month	Fiscal Year	Month	Fiscal Year				
37	146	9,935.66	47,881.22	19		44	

REMARKS

* 1 Traffic Signal Removed.

CONSTRUCTION BY CONTRACT

Route 95, Sec. 1P - 93% complete.
 Route 287, Sec. 3E - 77% complete.
 Route 29, Sec. 12 - 99% complete.
 Route 80, Sec. 5U -

MONTHLY DIVISIONAL REPORT

Month of October, 1964

Division: Maintenance and Operations

Bureau: Electrical

RESEARCH, DEVELOPMENT AND EVALUATIONNEW PROJECTS:

Name:	ETS-150 (1022) Eagle Signal Traffic Dispatcher.	ETS-180 (1033) Eagle Signal Traffic Dispatcher.
Purpose:	Evaluation - for use in N. J. State Highway Systems.	Evaluation - for use in N. J. State Highway Systems.
Method or Procedure:	Accelerated test of function and operation.	Accelerated test of function and operation.

Test Site or Location: Fernwood.

Fernwood.

Project Number: 62-27-R & D

PROJECTS UNDERWAY THIS DATE:

Highway Lighting - ; Signals 1 ; Radio - ; Electric Signs - ;
 Warning Devices - ; Miscellaneous 1 ; Rail Lighting - 1.

INTERIM PROGRESS REPORT:

Name:	Purpose:	Project No:
Test of various low level lighting units.	Evaluation.	62-2
General Railway Signal Co. detectors.	Evaluation and test of presence and motion detectors.	62-21
Holophane Co. Luminaire, Type U-488-120-70.	Evaluation and test for approval - for use in New Jersey State Highway System.	62-25

FINAL REPORT: Traffic signal lamp life test - check of 6,000 hour life. (62-3).

ETS-150 (1022) Eagle Signal Traffic Dispatcher. (62-26).

Name: ETS-180 (1033) Eagle Signal Traffic Dispatcher. (62-27).

Conclusions:	Purpose:	Project No:
Calculations being prepared.	Life test of the lustra lamps vs. stock lamp.	62-3
Approved.	Evaluation - for use in N. J. State Highway Systems.	62-26
Approved.	Evaluation - for use in N. J. State Highway Systems.	62-27

Recommendations:

BUREAU - Maintenance

* Snow & Ice, - Year starting July 1, 1964
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MONTHLY DIVISIONAL REPORT

Month of Sept. & Oct. 1964

Division: Roads, Location & Design

Bureau: Federal Aid Secondary

REVIEWING PLANS AND
SPECIFICATIONS:

Lakeside Boulevard, Morris & Sussex Counties, S217(1)
Mountain Avenue, Union County, S125(3)
South Main Street, Somerset County, SU117(6)
Fredon-Stillwater Road, Sussex County, S257(1)
Haddonfield-Berlin Road, Camden County, S259(1)
Columbia Road, Morris County, SU187(5)
Easton Avenue, Somerset County, SU99(4) & SU254(1)
Whippany Road, Morris County, SU122(4)
Boonton Turnpike, Morris County, S186(5)

BIDS RECEIVED:

Mt. Ephraim Avenue, Contract No. 2, Camden County, SU249(1)

CHECKING AS-BUILTS:

Fairview Ave. Ext., City of Trenton, Mercer County, SU246(1)
Hightstown-Princeton Road, Mercer County, S12(5) & S248(1)

ACCEPTED AS COMPLETE:

Mt. Holly-Burlington Road, Burlington County, S218(2)
Flemington-Whitehouse Road, Hunterdon County, S247(1)
Lincoln Street Bridge (Superstructure), Passaic County, SU245(2)
Hightstown-Princeton Road, Mercer County, S12(5) & S248(1)

APPROVED BY BUREAU FOR
ADVANCEMENT TO STAGE 2:

Franklin Turnpike-East Main Street, Bergen County, SU258(1)
Georgetown-Franklin Turnpike, Somerset County, S220(2)
Boonton Turnpike, Morris County, S186(5)

COMMENTS

RAIL TRANSPORTATION PROGRAM

By
Commissioner Dwight R. G. Palmer

At
ANNUAL MEETING

NEW JERSEY TAXPAYERS ASSOCIATION
ROBERT TREAT HOTEL
NEWARK, N.J.
November 9, 1964

One of the main concerns of the New Jersey Taxpayers Association, as some of us interpret it, is the cost of public services. In other words, is the public paying too much for what it actually gets from Government and, beyond that, is the public paying taxes for something which should not be provided by Government at all? So much for generalities - now I will endeavor to convey some of our ideals and actions in the field of mass transportation.

In the 19th Century, the growth of our railroads was encouraged by the Federal Government through land grants and other devices which, in reality, were subsidies. In the early part of the 20th Century railroads came to be regarded as monopolistic giants which should be regulated rigidly to protect the public. Now the wheel has gone full circle - the railroads are crying aloud for assistance in order to stay alive.

Our first mass transportation shock was the determination of the New York Central Railroad to close down the passenger service, rail and ferry, of the West Shore Railroad.

No amount of persuasion succeeded in blocking this plan. I personally conferred with the president and general counsel of the New York Central

in an attempt to maintain service - no luck.

Next - the question arose as to what to provide for the 3,000 odd commuters when they reached the Jersey side and there was no ferry service and when the train service shut down, how they would get to work.

Well - we visited all the points of origin of commuters - had numerous meetings with the bus industry, and let me say here - no group could have been more cooperative, and the day the ferry shut down and the trains arrived for a few more days we had taken care of all but about 200 of the arrivals and these were either intra-state or railroad employees.

Then we faced notices posted by the D L & W that they would cancel out all passenger service.

Then the legislature passed and the Governor signed S-253, which authorized the establishment of a Railroad Division in the Highway Department. We moved fast on that one.

The need for Governmental assistance has been recognized to some extent at the Federal and State level, in New Jersey comparatively recently. There has not been so far, a similar recognition at the local level.

Thus, one of the questions which must be decided, and this very soon: Is mass transportation to some degree a public responsibility at all levels of Government?

We believe it is. We also believe that it is an extremely wise and prudent investment on the part of the taxpayers. The rail plant of the carriers that serve our State represent a capital investment

recorded in the billions of dollars. If this investment is allowed to "go down the drain" the impact upon employment, upon those who presently depend upon it for some portion of their investment income, upon the businesses it serves, upon the economy of the entire State would be far reaching. And, as we in the Highway Department have often pointed out, we presently lack the resources in terms of time, space and money, to replace the service represented by this investment.

If rail service is lost and if ever in the future we wake up to find that it is still required, the cost of replacement will be fantastically far above the cost of preservation.

With these basic concepts in mind, allow me now to give you a brief resume of what the present State program of preserving rail service is costing, how it works and what results it is intended to produce and if I may I will endeavor to look into a very dense crystal ball to discern what may be ahead for us.

In September of 1960 contracts were first executed with the railroads operating passenger service in New Jersey under the terms of the Railroad Passenger Service Act that became law earlier that year. Under the terms of those contracts the carriers participating were obligated to operate a schedule of passenger service at tariffs that were then in effect. The amount that each carrier earned under the contracts was determined by the number of car miles of service found to be essential after giving consideration to standards contained in the law. During the first year the funds to support the contracts were transferred from the Highway construction budget and we felt it was well

worth the sacrifice.

The theory behind the writing of the original Passenger Service Act was that by paying for car miles operated, the carriers would be persuaded to operate more trains in order to get a larger share of the subsidy. Contracts were continued for the next three years under the same law and although the source of funds changed from a general appropriation to utilizing for the most part the proceeds from the Commuter Benefit Tax enacted in 1961, the amount of payments remained at approximately the \$6 million level. Since the fully allocated deficits from providing passenger service by the carriers participating computed to be from \$17 to \$20 million annually during this period, the \$6 million expended resulted only in maintaining the schedules that were in effect in 1960 and at the rates prevailing during the 1959-1960 period. The car-mile rate resulting from the \$6 million appropriation was insufficient to encourage carriers to provide any additional service nor was it sufficient to bring about anything more than token improvements by way of schedules, facilities, car cleanliness, etc.

From the very beginning the State's railroad program has had two objectives. The short term objective has been to retain the operation of all the essential railroad passenger service. The long term objective, to bring about the changes and improvements that will result in the essential service being operated on a self-sustaining basis.

During this past spring a new Railroad Passenger Service Act was written which made three basic changes in the previous statute. The first removed the car-mile formula as a method of computing the amount that any carrier could earn under the contract and substituted therefor a

procedure whereby the amount of a carrier's subsidy would be based upon the deficits being incurred and the overall financial resources of the carrier. In other words - avoid the roads going out of business. The second change - which we consider the first step of the long range objective - was to permit funds appropriated to the Railroad Division to be used directly for improvement projects on the property of the railroads. The third major change was one that would permit the Railroad Division to participate with other governmental units, including the Federal Government, in carrying out either demonstration projects or long term improvement projects utilizing its funds to match Federal monies. Most of you are familiar with our "Park & Ride" successful experiment at New Brunswick.

Because of the very critical financial position of the Central Railroad Company of New Jersey and the pendency of the Aldene Plan the legislature was requested to provide us with an additional \$1,500,000 so that the total funds available to the Railroad Division for executing contracts under the new law would be approximately \$7,500,000.

The Aldene Plan, it is now under construction. The Lehigh Valley Railroad has been putting in turn-outs in its main line tracks, adjusting its signal circuits and grade crossing gates all in preparation for diverting its traffic to a detour track along the edge of its right-of-way to permit the main line tracks to be elevated and the grade crossings eliminated. The track detour construction is now out for bids. We anticipate rerouting of the Jersey Central's main line trains will take place with next year's fall timetable change. Along with the

grade crossing eliminations the initial work also includes the construction of the connection between the Lehigh Valley and the Jersey Central at Aldene, a new station in Roselle Park, a new signal system on the Lehigh Valley between the Pennsylvania Railroad and Aldene with both tracks signaled for reverse running, changes in the signal system on the Pennsylvania Railroad east and west of Newark station, storage facilities in Meadows yard and new car servicing facilities at the Raritan Terminal.

These represent a lot of engineering, planning and I assure you plenty of headaches. However, this is only the beginning of improvements that we are proposing for the Jersey Central. The next step will be the construction of high level platforms at other stations, electrifying the route from the interchange with the Pennsylvania westerly to the Raritan Terminal with the Pennsylvania's 11,000 volt AC system and replacing the old coaches with high density, high performance individually powered commuter cars - with automatic doors. Some of the Jersey Central trains will then operate through to Penn Station, Manhattan.

As we entered the fifth year of the contract program, July 1st, 1964, the flexibility as provided by the 1964 law resulted in contracts being negotiated with all the carriers including the New York, Susquehanna & Western and the Reading Railroads. Both of these carriers, we are certain, would be pursuing abandonment petitions today had we not been able to provide an increase in their contract earnings. In addition, the \$1,500,000 that was separately appropriated and channeled almost entirely to the Jersey Central has not only breathed the breath of life in this carrier but may result in the Interstate Commerce Commission's approving an additional \$3,000,000 loan to help this carrier through what we all believe to be the low point in its financial situation.

There is also some question as to whether the Pennsylvania-Reading Seashore Lines would have taken on the obligations of a contract this year had not we been able to increase somewhat the extent of its subsidy.

It should be pointed out here, however, that the new law was amended by the legislature to prevent any of the funds appropriated to the Railroad Division being used directly for capital improvements on the railroads - limiting the use of funds to match Federal monies except for demonstration or improvement projects.

Turning our attention to the second objective - putting the suburban railroads on a break-even or profitable basis in my opinion this may never be accomplished. We are convinced, however, that substantial progress in this direction can only be made as a result of considerable investment in modern railroad technology; in consolidating facilities; eliminating duplications that do exist in passenger routes, yards and stations, and, at the same time controlling the competition between bus and rail routes in the same travel corridors; involving the counties and municipalities in relieving the railroads of some of the station expenses; and, finally, reducing the tax liability of the carriers which will result in an indirect contribution by the municipalities. This latter, however, if so carried out would not be a "balanced diet".

Some immediate tax relief for the carriers seems assured. The State Tax Policy Commission has recommended that the Class I and III taxes - those retained by the State for general State purposes - be repealed. A bill to accomplish this is now before the legislature and the Chairman of the Commission, Senator Wayne Dumont, Jr., has expressed confidence that the bill will be enacted so that its effective date will be

January 1, 1965. This will reduce the carriers' tax liability in the State approximately \$2,500,000.

We probably cannot afford to continue the character of the suburban operation that has been traditional in New Jersey. Railroad operation, like everything else, must be modern to compete. We believe that our commuters must expect to use turnstiles and ticket-vending machines. They must have modern equipment but such equipment except on longer routes may not provide as much space per passenger as do most of the cars in operation today. The high density routes must be electrified to reduce operating costs to a minimum. And, in several places the lightly patronized lines probably cannot be continued.

To accomplish the foregoing to any great extent will require considerable capital - capital which the railroads operating in New Jersey have refused or have been unable to produce - and furthermore some of them have said that they have no intention of making any investment in a service that holds no hope for becoming self-sustaining.

Capital for improvements will then have to come from the various levels of government. This was initiated in New Jersey when the legislature voted funds to get the Aldene Plan started. There are also Federal funds now available with the recent passage in Washington of the so-termed Williams Bill. Under this bill funds for long term capital improvements will be made available to governments to cover up to 2/3 of the "net project cost" of an improvement. The N.P.C. is defined as that part of the cost that cannot be amortized reasonably by revenues it produces. The language of the bill is clear in preventing any of the money from being used to subsidize operating expenses. This has sharpened up the obligation of the lower levels of government to be responsible for covering operating deficits to assure continuation

of any service for which Federal grants for capital improvements would be sought.

In order to obtain Federal funds on a $2/3 - 1/3$ basis, however, the Administrator must determine that the facilities and equipment for which the assistance is sought are needed for carrying out a program for a unified or officially coordinated urban transportation system as part of a comprehensively planned development of the urban area and are necessary for the sound economic and desirable development of such area. This is interpreted to mean that you must have a master plan and a program laid out to accomplish it. Areas without a master plan are limited to grants of 50% of the net project cost. HHFA has indicated that at the beginning of the program all grants will be limited to 50% of the N.P.C. with the possibility of recovering the difference between $1/2$ and $2/3$ after two years-provided planning requirements have been met.

There is another provision in the bill that would limit the amount any one State would receive to $12\frac{1}{2}\%$ of the total. The transit bill authorized a total of \$375 million in grants over a three year period and therefore New Jersey's maximum could be \$47 million dollars. To obtain this amount New Jersey would have to put up \$47 million on a 50-50 basis or \$23 million on a $2/3 - 1/3$ basis. \$60,000,000 was appropriated for nation-wide use for the current fiscal year.

A program of capital improvements including replacing the present cars - about 99% of which between 30 and 50 years old - with modern air-conditioned coaches and self powered units was set forth in a report issued by us in 1962. Total estimated costs came to \$127 million. We can no longer

delay in carrying out a program of buying new commuter cars and leasing them to the carriers, hopefully, on a self-liquidating basis. The first priority might be for cars to replace the Pennsylvania's multiple unit cars operated on its main line from Trenton, New Brunswick, Rahway and South Amboy. Second priority probably to the Jersey Central to provide all new cars for its operation into Newark. Probably the most expeditious way to obtain new cars would be to implement the legislation passed in 1959 in N.Y. State by obtaining a State guarantee of bonds that would be issued by the Port of New York Authority to purchase new cars. Such a program has been successful east of the Hudson River except in connection with the bankrupt New Haven Railroad. More will be said about this.

Following the release of our 1962 report there were those who were critical because we were not imaginative; we had recommended modernizing the conventional two-track rail commuter network; we had apparently excluded monorails, air effect vehicles and hydrofoils.

In this age of nuclear power and supersonic speeds; in this age of orbiting vehicles, moon shots and space travel it is difficult for people to become enthusiastic over conventional railroads even if you do give the transit car a bright finish; good lighting and air-conditioning. They also feel it incumbent upon them to be ultra modern - and being ultra modern they suggest astronomical programs serving up to hundreds of millions and then when we say what do we use for money - they say that's your job.

What draws the interest, is the Sunday supplement depicting super tubes, wheelless air-effect vehicles, guided autos and a variety of monorails as the new look in mass transportation that renders conventional systems as we know them obsolete and old-fashioned. Monday always comes after Sunday - wake up and be practical.

Before we discard our conventional ground supported, two-track systems too hastily, let us look at cities with major new developments underway:

San Francisco	- 1 Billion conventional rail system
Los Angeles	- Rejected monorails after years of study
Toronto	- Conventional bus-subway system
Montreal	- Conventional two rail subway and elevated.

All areas where travel density is great or where speeds greater than about 40 MPH are required, monorails have not been able to meet the practical operating need.

But there is another side of the question. Monorails are suitable to meet specific transportation needs. In this country thus far they are used as a novelty attraction - a promotional gimmick. In other countries in highly developed areas they have been found suitable for point to point transportation as opposed to system use. For instance, in Tokyo one has just been completed between the airport and the city center. It is planned to have a maximum speed of 62 MPH. Friends who have just returned from Japan doubt it can so function.

One last word on new mass transportation technology. We are of the opinion that nothing is available today to replace the standard railroad,

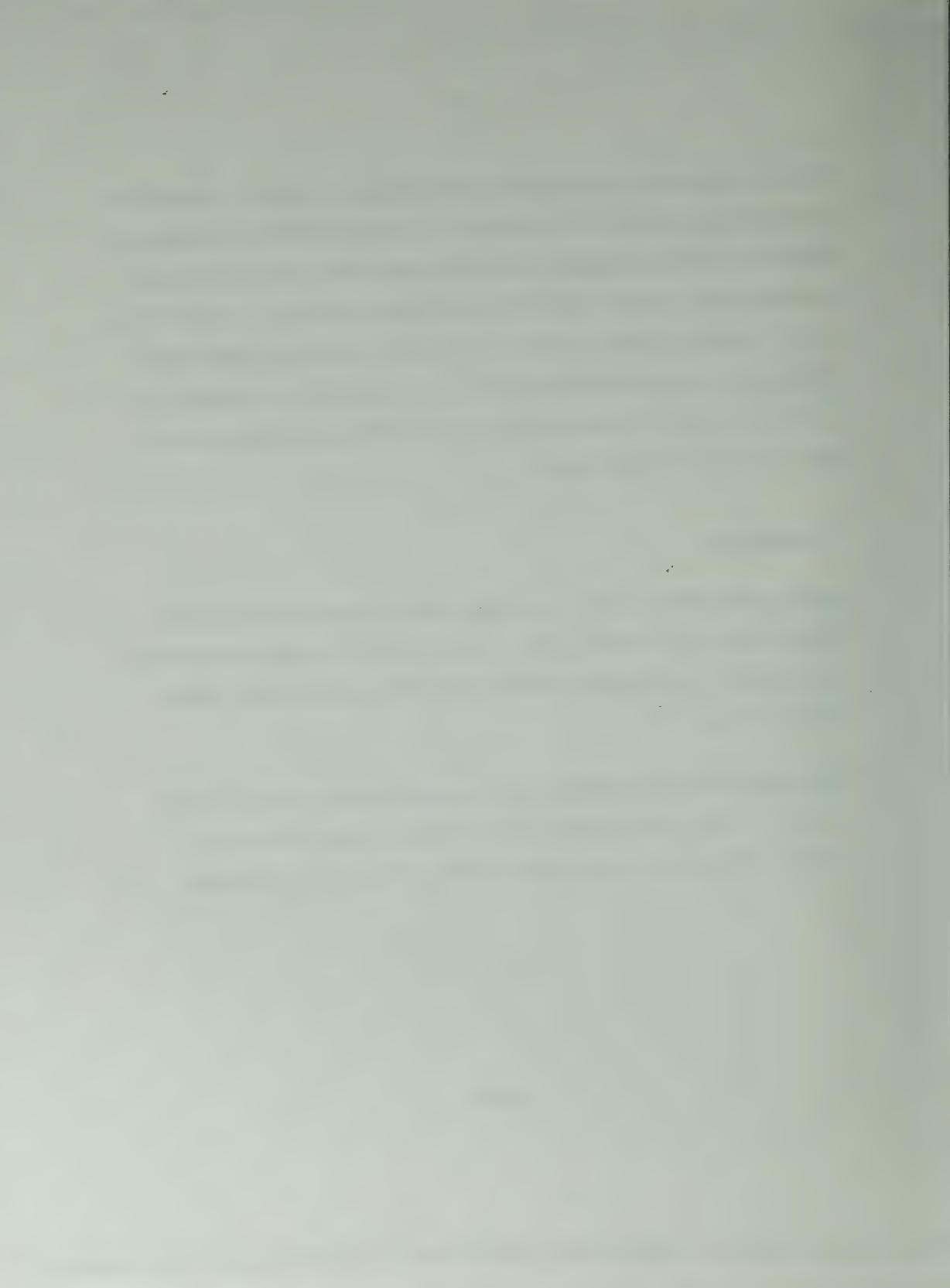
trains or subway for high density, fast movement of people. But what is most encouraging is that this country's largest automobile, airplane and industrial equipment manufacturers are working hard on new concepts in transportation, and the competition among them is strong. A presentation that I observed recently at one of the worlds outstanding experimental laboratories gave me assurance that we are standing on the threshold of a new era in public transportation but realization is probably six to ten years away or even longer.

To Summarize:

Here in New Jersey we have a priceless asset in our suburban railroad network and until something else is proven better, we should concentrate on improving this network to better serve the convenience and comfort of our citizens.

With this system and essential public support we can continue our way of life - without our economy will give over to other states with a more effective and wiser group of public officials and citizenry.

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U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

WASHINGTON, D.C. 20235

Remarks by Federal Highway Administrator Rex M. Whitton, Bureau of Public Roads, U. S. Department of Commerce, prepared for delivery at the dedication of Interstate Routes 80 and 95, the Bergen-Passaic Expressway, in Teaneck, New Jersey, Monday, October 19, 1964, at noon.

It is an honor for me to join you on this happy occasion. I bring you greetings from Secretary of Commerce Luther H. Hodges. And on behalf of the Bureau of Public Roads and myself I want to congratulate Governor Hughes, State Highway Commissioner Dwight Palmer, and all the others who have worked to make this great day possible. We are proud of our partnership with the State of New Jersey in building these fine highways.

The expressway we are dedicating today is an important addition to the Interstate Highway System, of which 17,500 miles are now open to traffic. When all 41,000 miles are completed in 1972, the people of this great metropolitan area--and the countless thousands from the West and South and from New England, who daily surge through this mighty traffic channel--will be able to drive to every major city in the continental United States without encountering a single stop light or a cross road at grade. The whole nation will be drawn closer together.

The investment in this section, which includes the juncture of two of the great American highways of the future, is big. But the benefits will be even bigger. It cost \$96 million to build these 9 miles of Interstate 80 and 95, with the Federal Government providing 90 percent.

THE HISTORY OF THE CITY OF BOSTON

BY
JOSEPH NEALE
OF THE BOSTON BAR
IN TWO VOLUMES.
VOL. I.

THE HISTORY OF THE CITY OF BOSTON, from its first settlement in 1630, to the present time. The first volume contains the history of the city from its first settlement in 1630, to the year 1700. The second volume contains the history of the city from the year 1700, to the present time. The history is written in a clear and concise manner, and is well illustrated by numerous plates and engravings. The first volume is illustrated by a map of the city of Boston, and the second volume is illustrated by a map of the city of Boston, and a map of the city of Boston.

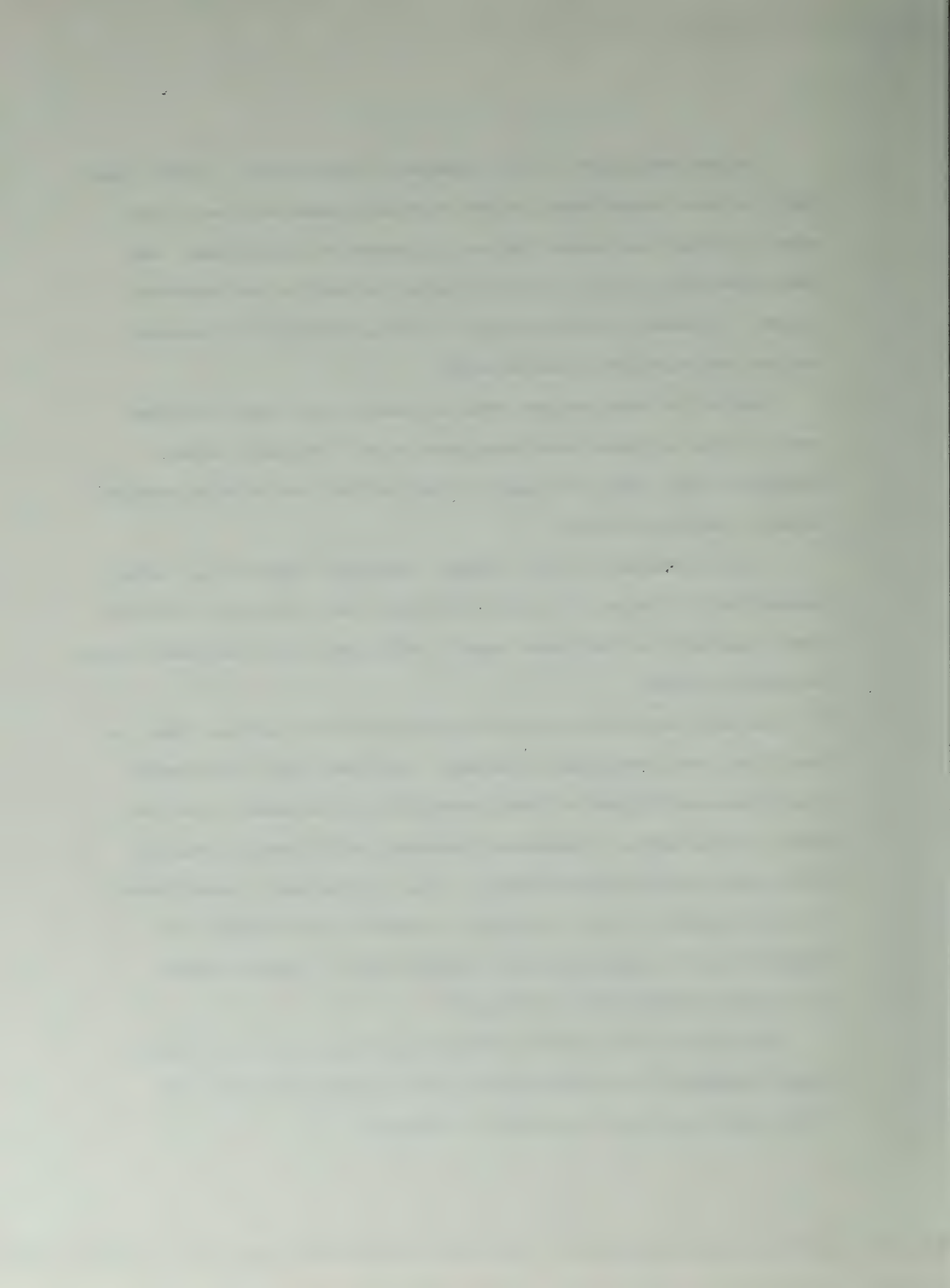
The same experience is being repeated in other cities, so that almost half the total expenditures for the Interstate System will be in urban areas, although they account for only 13 percent of the mileage. But they do account for half the total mileage traveled on the Interstate System. In terms of costs per mile of travel, these are the cheapest, not the most expensive, roads we build.

Despite the heavy project costs for roads of this type, the great needs of this and other urban areas must be met. President Johnson recognizes these needs. He spoke of them last May when he urged Americans to build the Great Society.

"In the remainder of this century," President Johnson said, "urban population will double, city land will double, and we will have to build homes, highways, and facilities equal to all those built since this country was first settled."

The money we are putting into highways such as we see here today is one of the best investments we can make. This year alone, the benefits from Interstate Highways in lower operating costs for cars, trucks, and buses, in time saved, in accidents prevented, and in tensions reduced, will total about \$3 billion--which is equal to this year's expenditures on the Interstate. After the system is completed, the benefits are expected to save highway users \$11 billion a year. That's a pretty good investment return by any standard.

Even better is the priceless benefit in lives saved by the higher safety standards of the Interstate--3,500 lives this year alone, and 8,000 lives a year when the system is completed.



As we all know, it takes not only money, but time, and hard work, and many talents and skills, to build a highway. That is why we take time today to pause and look with pride at what has been accomplished here.

We can look on this expressway, in a sense, as a monument to our system of government, as a tribute to cooperation between local, State, and Federal governments in the service of the people for whom these governments exist.

Indeed, cooperation is a vital element in the Federal-aid highway program, through which the Interstate highways are being built. I say this as an engineer who is familiar with both sides, having devoted 40 years to the Missouri State Highway Department before joining the Bureau of Public Roads.

President Johnson summed up this concept several weeks ago when he signed the 1964 Federal-Aid Highway Act. He said, "Today, as never before, the Federal, State, and local governments are working together to meet the highway needs of this nation on wheels."

The President also noted that "the program is not costing the General Fund of the United States Treasury a single cent." All Federal-aid highway dollars come from the Highway Trust Fund, which is made up of special taxes on highway users, mainly the Federal gasoline tax.

The program for the accelerated construction of the Interstate Highway System, with the Federal Government providing 90 percent of the cost from the Highway Trust Fund, was launched with the Federal-Aid Highway Act of 1956, which President Johnson guided to passage as Senate Majority Leader.

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Since then, highway projects in New Jersey that have been completed or put underway have a total cost of \$466 million. The Federal share of this is \$409 million, leaving a cost of \$57 million to be covered by the State.

During this same period, since 1956, other Federal-aid highway construction in New Jersey has cost \$303 million with the Federal Government and the State each paying half.

I think it is clear, then, that the people of New Jersey are benefiting from the Federal-aid highway program in many ways.

I have talked about the benefits of these new Interstate highways. But the proof is in the using. So I salute all those who have contributed to the accomplishments we observe today, and wish all of you good driving. May this highway serve you well.

NEW JERSEY
STATE HIGHWAY
DEPARTMENT

OPENING AND DEDICATION



Monday, October 19, 1964
12 Noon

GEORGE WASHINGTON BRIDGE
TO
GARDEN STATE PARKWAY
(Bergen-Passaic Expressway)

COMPLETED ———
UNDER CONSTRUCTION - - - - -
PREPARATION OF PLANS - - - - -

INTERSTATE ROUTES 95 & 80

(BERGEN PASSAIC EXPRESSWAY)

A major portion of the Bergen-Passaic Expressway, the hope and dream of years, becomes a reality today with this formal dedication of sections of Interstate Routes 80 and 95.

The Expressway will, in the not too distant future, carry the traveler from the George Washington Bridge to Paterson. All other portions now under construction are scheduled for completion by 1966.

The area opening today took five years to build and set two records for the State Highway Department: the George Washington Bridge interchange is the largest interchange in the State, and the construction job was the largest in dollar volume ever handled under one contract.

That interchange may some day become the most heavily traveled spot in the world, and may even be called the crossroads of the world, for through it will flow the traffic of two main Interstate freeways . . . I-80 from New Jersey to California, and I-95 from Maine to Florida. It also accommodates the flow of traffic on U.S. Routes 1, 9, 46, and State Route 4.

From here the motorist can travel, without stopping for a traffic light or cross traffic, west to California, north to Maine, south to Florida, or to any of hundreds of other destinations on the Interstate System.

I-80 will be the shortest route coast to coast. After leaving New Jersey at Columbia, and crossing the Delaware River into Pennsylvania, I-80 travels through the Keystone State, Ohio, Indiana, Illinois, Iowa, Nebraska, Wyoming, Utah, Nevada, and lets the traveler off in downtown San Francisco. It will cover 2921.8 miles and take the traveler through the heartland of America yesterday and today.

Interstate 95 is destined to become the new Pines to the Palms freeway from Houlton, Maine on the Canadian border, through New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, the District of Columbia, Virginia, North and South Carolina, Georgia, on into Miami, Florida. The trip will cover 1851.3 miles through historic colonial lands, through the world's largest industrial center, this north Jersey-New York complex, into the deep south.

In New Jersey I-80 is opened from Teaneck to Saddle Brook, from Denville to Netcong, and from Columbia to the Delaware Water Gap Bridge . . . a total of 25.8 miles. Other portions are under construction or in stages of engineering, right of way acquisition, or preliminary study. When completed I-80 will be 68.4 miles long in New Jersey providing four to ten lanes.

Interstate 95 in New Jersey is open from George Washington Bridge to near the Turnpike; then the Turnpike is the alignment from Ridgefield Park to the vicinity of New Brunswick; and from Scotch Road, Mercer County to Scudder Falls Bridge across the Delaware River near Trenton . . . a total of 43.8 miles. Other portions are under construction, or in stages of right of way, engineering or preliminary study. When completed the New Jersey portion of I-95 will be 73.4 miles long, and will provide 4 to 14 lanes.

But most important of all is the service offered by these freeways in the metropolitan northern portion of the State. The Bergen-Passaic Expressway is truly a life saver . . . time saver . . . money saver . . . and it may be enjoyed today.

The National System of Interstate and Defense Highways, (the Interstate System), started in 1956, is a planned 41,000 mile network of rural and urban limited-access freeways spanning the entire nation, connecting and serving 92% of the cities with populations over 50,000. It will be completed by 1972.

The \$41 billion program is a cooperative State-Federal undertaking. Each State Highway Department carries out the physical action of location, design, and construction, subject to approvals on each stage of progression by the Bureau of Public Roads, U.S. Department of Commerce.

Ownership of the highways and responsibility for their operation and maintenance rests with the individual states. The Federal Government is paying 90% of building the System, with funds entirely derived from highway user taxes, such as taxes on motor fuels, tires, and special taxes on large trucks. The state pays the remaining 10%, usually from local highway user taxes. Thus, the largest highway construction program in the history of man is operating on a pay-as-we-go-basis.

All 373 miles of Interstate freeways in New Jersey will accommodate four to fourteen lanes of traffic on divided highways. Access will be controlled throughout the entire System with entry and exit only at carefully selected locations. Interchanges, overpasses and underpasses will eliminate all grade crossings.

The Interstate System will comprise little more than one percent of the nations total road and street mileage, but will carry 20 percent of all traffic. Even more important, based on present statistics, the new system will save an estimated 4,000 lives annually.

P R O G R A M

12:00 P.M. - MONDAY - OCTOBER 19, 1964

NATIONAL ANTHEM HACKENSACK HIGH SCHOOL BAND

INVOCATION REV. HAROLD N. SMITH
Hasbrouck Heights Methodist Church

WELCOME & INTRODUCTION OF GUESTS COMMISSIONER DWIGHT R. G. PALMER
N. J. State Highway Department

FOR THE FEDERAL BUREAU OF PUBLIC ROADS REX M. WHITTON
Federal Highway Administrator

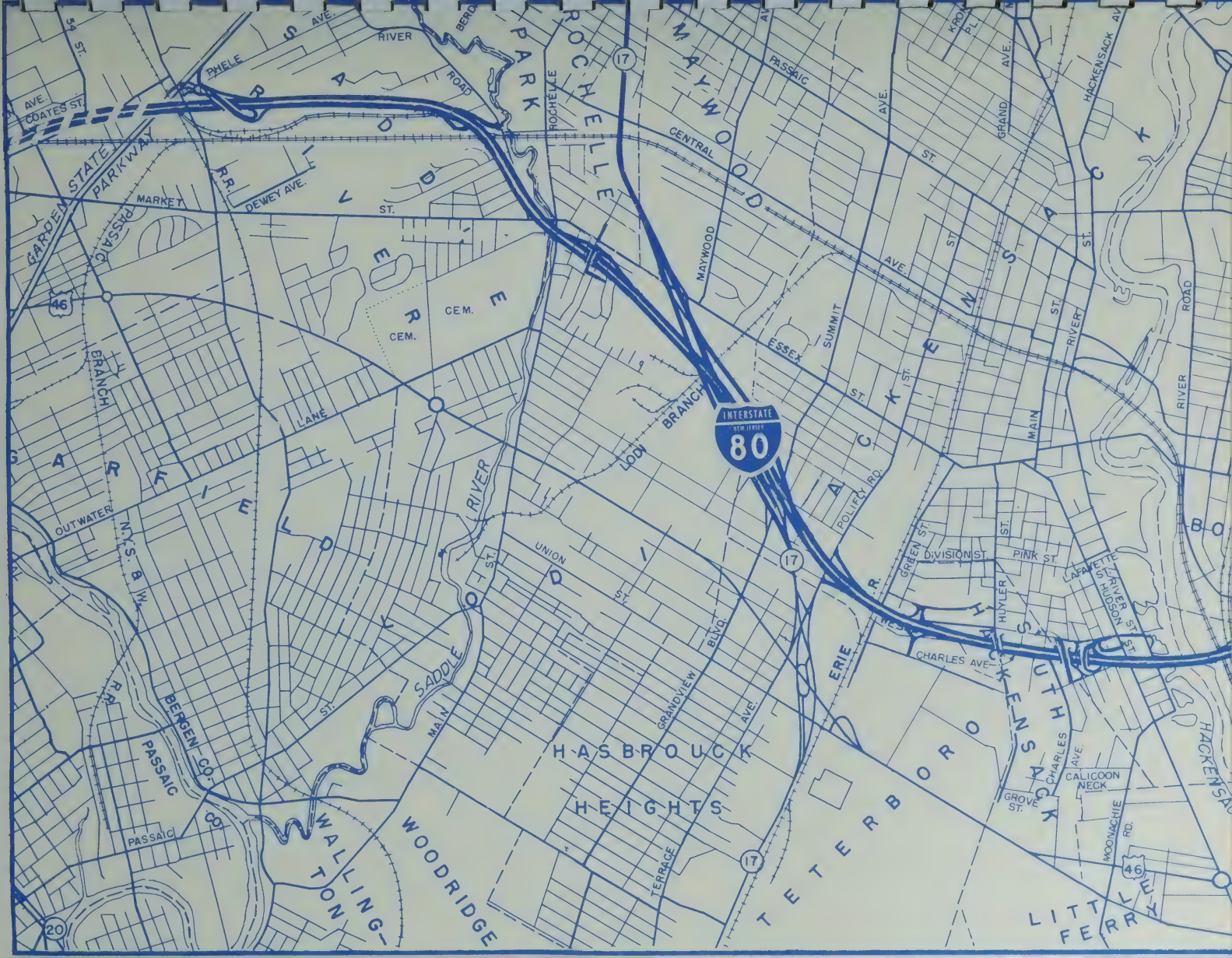
MUSICAL SELECTION HACKENSACK HIGH SCHOOL BAND

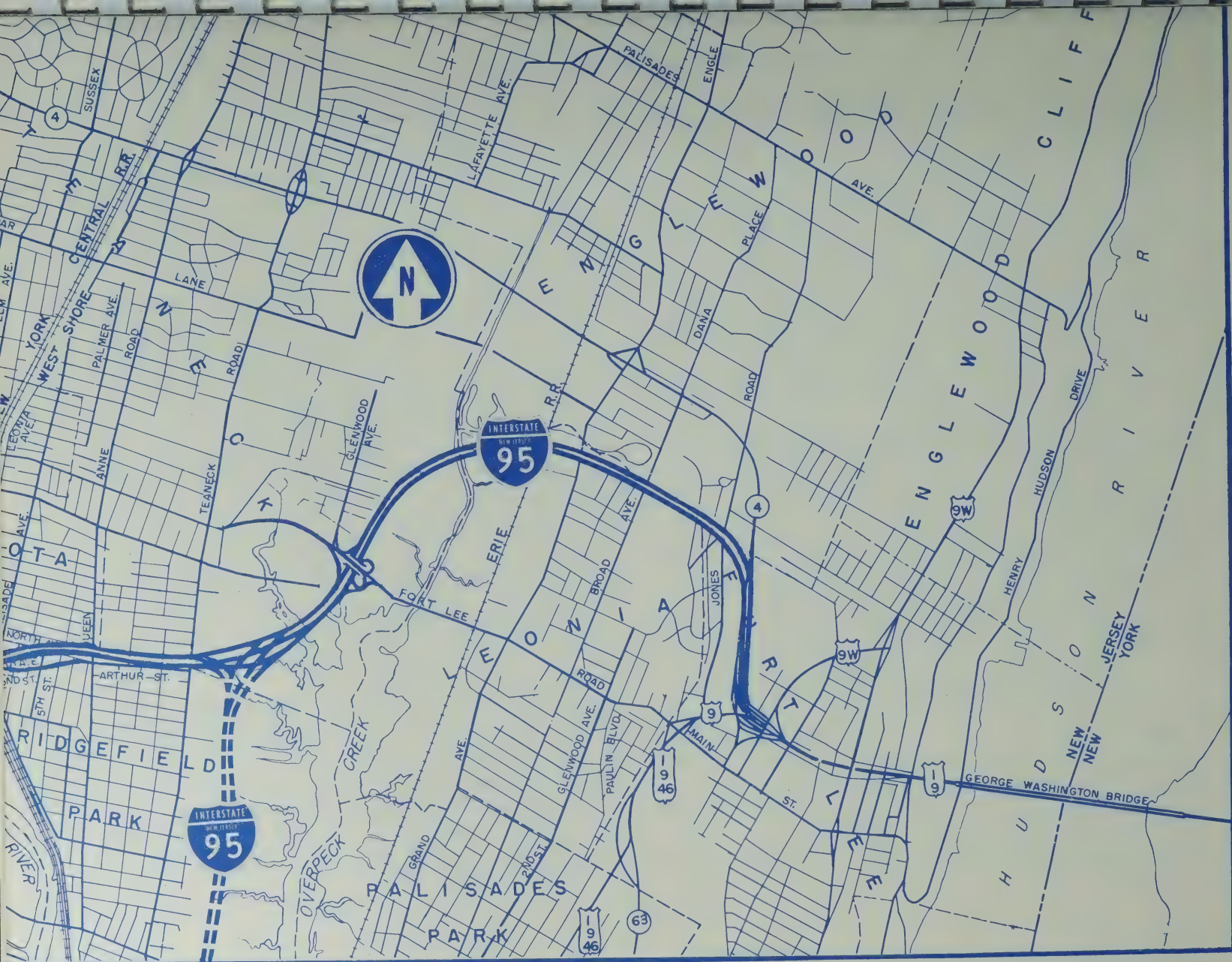
FOR NEW JERSEY GOVERNOR RICHARD J. HUGHES

BENEDICTION REV. RICHARD J. HOLMES,
Chaplain, Bergen County

MUSICAL SELECTION HACKENSACK HIGH SCHOOL BAND

RIBBON CUTTING & CAVALCADE





CONSTRUCTION STATISTICS

GEORGE WASHINGTON BRIDGE INTERCHANGE, FORT LEE

Project Length .6 mile

Contract Amount \$10,957,307.65

Prime Contractor George M. Brewster & Son

Construction provided an eight roadway interchange containing 20 traffic lanes from George Washington Bridge Plaza at Fletcher Avenue to Route 4. The interchange connects I-95, U.S. Routes 1, 9, 46 and Route 4.

Overall the interchange is 3200 feet long and varies in width from 300 feet to 750 feet. If all the lanes in this construction were considered a single lane, the roadway would stretch 14 miles.

This contract set two records for the State Highway Department: it was the largest interchange constructed and the largest dollar volume single job up to that time.

GEORGE WASHINGTON BRIDGE INTERCHANGE TO ROUTE 4, FORT LEE

Project Length 2.4 miles

Contract Amount \$7,897,319.59

Prime Contractor George M. Brewster & Son

Excavation of 1,162,294 cubic yards (mostly rock) was accomplished. The material was used for embankment in construction of the western meadowland area on the same project. Near Jones Road the cut is 80 feet deep. The solid rock runs in spots 2100 feet long and 350 feet wide. Work included relocating Englewood Road on a 250 foot bridge which provides a 30 foot roadway and two 8 foot sidewalks.

ENGLEWOOD

Project Length .028

Contract Amount \$1,628,597

Prime Contractor Mal Bros. Contracting Co.

Steel girder bridges were erected to carry Grand Avenue and Broad Avenue over the Expressway. Flat Rock Brook was re-

located and flumed. Broad Avenue bridge is 75 feet wide, 230 feet long; Grand Avenue bridge is 68 feet wide, 210 feet long.

GRAND AVENUE TO OVERPECK CREEK, ENGLEWOOD AND LEONIA

Project Length 1.457 miles

Contract Amount \$3,745,206

Prime Contractor Poirer & McLane Corp.

Work included extending Flat Rock Brook an additional 340 feet, and construction of a viaduct 1475 feet long to carry the Expressway over the relocated brook and the Northern Railroad tracks.

The span has a reinforced concrete deck providing two 5-lane roadways with concrete center barriers 32 inches high. A low concrete island separates 3 express lanes from 2 local lanes in each direction. A safety walk 1.5 feet wide is also provided.

TEANECK CREEK TO TEANECK ROAD, TEANECK

Project Length .9 mile

Contract Amount \$3,070,916

Prime Contractor George M. Brewster & Son

Area stabilized prior to construction of the approaches to the I-95 and I-85 interchange.

Work included sinking 908 linear feet of sand drains in marshland. 5525 drains were sunk 40 to 125 feet deep to permit displacement of water from underlying muck.

ROUTE 4, FORT LEE TO TEANECK CREEK, TEANECK

Project Length 1.145 miles

Contract Amount \$6,771,786.00

Prime Contractor George M. Brewster & Son

Established a solid embankment by installing 4 million linear feet of sand drains between the Northern Railroad tracks and Overpeck Creek along the Leonia-Englewood boundary. A 4 foot thick layer of sand was spread over the area. 20 inch

diameter columns of sand were punched into the meadow 80 feet to 130 feet deep to firm the muck bottom that lies under the marshland. The columns were installed in staggered rows about 7 and 8 feet apart, then an overload of earth was spread on top of the sand layer. The added weight compressed the muck, forcing the water up the sand columns to the sand blanket, then out of the embankment through the exposed edges of the sand blanket.

OVERPECK CREEK TO TEANECK CREEK, TEANECK

Project Length .123 miles

Contract Amount \$2,111,189.00

Prime Contractor Public Constructors Inc.

Construction provided four bridges:

A 6 span steel stringer bridge 400 feet long carries relocated Fort Lee Road over I-95. It has two 24 foot roadways separated by a 4 foot mall, and six foot sidewalks on each side.

Relocated Fort Lee Road over relocated Teaneck Creek by a single span prestressed concrete stringer bridge 57 feet long with a reinforced concrete deck. It provides a 40 foot roadway and six foot sidewalk.

A dual two span prestressed stringer bridge about 132 feet long carries I-95 over Overpeck Creek.

I-95 and a ramp connection are carried over relocated Teaneck Creek on two separate single span prestressed concrete stringer bridges. Each is approximately 50 feet long and provides a sidewalk.

INTERCHANGE BRIDGES, TEANECK

Contract Amount \$1,953,059.67

Prime Contractor Frank Construction Co.

This construction provided six bridges to facilitate free flow of traffic in all directions.

A single span bridge 164 feet long, consisting in part of two built-up riveted steel girders carries eastbound expressway traffic from I-80 to southbound I-95 over local I-80 eastbound roadway.

An 8-span steel stringer bridge about 700 feet long carries express traffic from northbound I-95 to westbound I-80 over express traffic lanes traveling south on I-95, and over local eastbound and express eastbound and westbound I-80 traffic.

A 133 foot long 3-span steel stringer bridge carries southbound I-95 traffic over local eastbound traffic.

A 3-span steel stringer bridge about 186 feet long carries northbound I-95 local and express roadways over local eastbound roadway.

A 225 foot long 3-span steel stringer bridge carries southbound I-95 express traffic over eastbound and westbound express roadways.

A single span steel stringer bridge about 156 feet long carries a connecting ramp over local westbound roadway.

TEANECK ROAD TO RAILROAD AVENUE, TEANECK

Project Length .8 mile

Contract Amount \$36,328

Prime Contractor William M. Young & Co.

Properties acquired by the State Highway Department were demolished. Prior to demolition the Department conducted a public auction which disposed of 28 buildings and 16 garages. This reduced the cost of demolition, and left only 152 buildings to be included in the contract.

TEANECK CREEK TO TEANECK ROAD, TEANECK

Project Length .298 mile

Contract Amount \$837,000

Prime Contractor American Dredging Co.

Area prepared for interchange construction. 1.3 million cubic yards of undesirable materials were excavated from a former sanitary land fill site, plus removal of marshland root mat. The area was about 2400 feet long and varied from 400 feet to 100 feet in width. Depths ranged up to 45 feet.

**TEANECK ROAD, TEANECK, TO RAILROAD AVENUE,
RIDGEFIELD PARK**

Project Length 1.229 miles

Contract Amount \$3,995,527.56

Prime Contractor Johnson, Drake & Piper, Inc.

The job called for grading .9 mile from Hackensack River bridge to 300 feet east of Teaneck, and placing excavated earth as fill for another 1700 feet east of previous fill. Construction included overpasses for Second Street, Queen Anne Road and Park Avenue.

**ROUTE 4, FORT LEE, TO PALISADES AVENUE,
RIDGEFIELD PARK**

Project Length I-80 1.2 miles — I-95 2 miles

Contract Amount \$4,726,609.48

Prime Contractor Lizza & Sons

This work provided bituminous concrete paving, including several experimental design sections as part of the Department's continuing program of research to find better methods of highway construction.

With slight variations, the roadway consists of 2 express lanes in each direction separated from 3 local lanes by a concrete median. The main roadways are separated by a concrete center barrier.

Connecting ramps to local streets are separated from the main roadway by concrete median curbing.

Construction of about 15 experimental sections were confined to local lanes. Each experiment area was about 500 feet long, constructed in successive series on both east and west bound lanes in the vicinity of Railroad Avenue and Park Avenue. The normal cross section of the test sections was varied in each test to give research engineers an opportunity to conduct controlled tests and make observations which may produce data leading to development of new, improved ways to increase service life of road surfaces, and reduce paving costs.

**FIRST AVENUE, RIDGEFIELD PARK, TO HUDSON STREET,
HACKENSACK**

Project Length 2400 feet

Contract Amount \$2,698,035.00

Prime Contractor The Conduit & Foundation Corp.

Provided foundations and substructure for a bridge over the Hackensack River, New York Central Railroad West Shore Branch tracks and the New York, Susquehanna and Western Railroad tracks. The bridge is 1800 feet long, supported by reinforced concrete on steel pilings. The roadway is 155 feet wide, containing 5 lanes each direction, separated by an 8 foot wide center island. The two outer lanes each direction for local traffic are separated from the inner three express lanes each direction by a concrete center barrier. The center span of the bridge is 190 feet long; it has a 50 foot vertical clearance at mean high water, and a 150 foot wide navigation channel. Work included demolition of 9 buildings and 6 oil tanks in Hackensack and several lesser buildings and two railroad stations in Ridgefield Park.

**HACKENSACK RIVER, RIDGEFIELD PARK AND
SO. HACKENSACK**

Project Length 1800 feet

Contract Amount \$2,889,000

Prime Contractor American Bridge Division, United States Steel Corp.

Erection of steel superstructure on bridge foundations completed in a preceding contract.

**HACKENSACK RIVER, RIDGEFIELD PARK AND
SO. HACKENSACK**

Project Length 1787 feet

Contract Amount \$1,382,024

Prime Contractor Cayuga Construction Corp.

This consisted of pouring of reinforced concrete deck 8 inches thick on superstructure completed in a preceding contract. The

roadway is 158 feet wide with concrete center barrier separating 5 east bound lanes from 5 west bound lanes. Safety walks, balustrades with aluminum railings included.

**HACKENSACK RIVER BRIDGE, SO. HACKENSACK, TO
POLIFLY ROAD, HACKENSACK**

Project Length 1.41 miles

Contract Amount \$5,124,640.80

Prime Contractor Brookfield Construction Co.

The 8 lane Expressway was paved with bituminous concrete. Basically the Expressway in this area is about 200 feet wide, divided in half by a grass center island 11 to 22 feet wide. Each half is divided again by concrete center barriers into 2 local and 3 express lanes each direction.

Five bridges were built: I-80 is carried over Green Street and the Northern Railroad tracks; I-80 over Hudson Street; I-80 under Huyler Avenue; I-80 under Phillips Avenue and under the ramp leading from Dock Street area to eastbound entrance to the Expressway.

Local roads improved in this contract included Dock Street, Isis Lane and construction of ramps for entrance and exit for local traffic eastbound and westbound.

**NEW JERSEY-NEW YORK RAILROAD AND GREEN STREET,
SO. HACKENSACK & HASBROUCK HEIGHTS**

Project Length 1500 feet

Contract Amount \$932,393.30

Prime Contractor George M. Brewster & Son

The sand drain system was used to stabilize the marshland adjacent to the NJ-NY Railroad tracks and Green Street to support earth embankments for the Expressway's multi-lane viaduct.

The sand drain job required more than 450,000 linear feet of 20 inch diameter sand columns installed vertically to drain sub soil water.

The viaduct spans Green Street and the railroad tracks at right angles, with minimum clearance of 22.6 feet.

POLIFLY ROAD TO MARY STREET, HACKENSACK

Project Length 1.5 miles

Contract Amount \$4,678,771.82

Prime Contractor Franklin Contracting Co.

A double dual highway was built from Polifly Road north to abreast of Mary Street. It provides four two-lane reinforced concrete roadways 12 feet wide, with 12 foot bituminous concrete shoulders along each outer edge. Each dual roadway is separated by a 32 inch concrete center barrier.

Five bridges were built: to carry Summit Avenue over all 8 lanes of I-80 and southbound Route 17; southbound I-80 over southbound Route 17; Summit Avenue over northbound Route 17; and northbound Route 17 over I-80.

**NY, SUSQUEHANNA & WESTERN RAILROAD TO
MAIN STREET, LODI**

Project Length .996 mile

Contract Amount \$3,596,384.23

Prime Contractor Poirer & McLane Corp.

Construction included 430 foot overpass carrying I-80 over the NY, Susquehanna & Western Railroad tracks, Gregg Street, and the southbound lane of Route 17, and a 76 foot overpass and interchange for Riverview Avenue.

Eastbound and westbound lanes of the Expressway carry 4 lanes 12 feet wide, with 32 inch concrete center barriers. Eastbound lanes have concrete curb separating local and express lanes.

**MAIN STREET, LODI, TO MAYHILL STREET,
SADDLE BROOK TWP.**

Project Length .899 mile

Contract Amount \$5,166,679.06

Prime Contractor Poirer & McLane Corp.

This construction included building 4 westbound express lanes and 2 local and 2 express lanes eastbound. Local lanes have ramps leading to an industrial road along the railroad tracks to Saddle River Road. A ramp was built from Saddle River Road to the Expressway westbound; Saddle River Road was relocated 2100 feet east. Three bridges were built: one carries the Expressway over Saddle River Road and the industrial road; the Expressway over Market Street, Saddle River, and Main Street; and a third bridge carries Mayhill Street over I-80.

MISCELLANEOUS CONTRACTS THROUGHOUT PROJECT

Lighting and Signs

Contracts Total \$1,030,788.24

Prime Contractors: Lightning Electric Service Co.

Pfaff & Kendall Co.

Planet Corp.

Installation of mercury vapor overhead interchange lighting, underdeck of bridge fluorescent lighting; directional signs and sign bridges.



INTERSTATE ROUTES IN NEW JERSEY



SUBCONTRACTORS

A. J. A. Painting Co.
Aluminum Fence Company of America
American Sign Company
Anchor Post Products, Inc.
Bar Steel Construction Corp.
Bay Dredging Corp.
Samuel Braen's Sons (Hawthorne Division)
Broadway Maintenance Corp.
Steve Brody, Inc.
Central Construction Co.
City Iron Works, Inc.
The Colorado Fuel & Iron Corp.
Connecticut Pump Co.
D'Annunzio Bros., Inc.
Frapaul Construction Co., Inc.
L. B. Foster, Co.
Gallo Asphalt Co.
Golish Iron Works, Inc.
J. I. Haas Painting Co., Inc.
R. A. Hamilton Corp.
William F. Hegarty, Inc.
Interstate Wrecking Co.
Daniel Klockner, Jr., Inc.
Lightning Electric Service Co., Inc.

Linde Griffith Construction Co.
Lombardi Striping Corp.
Mancini Brothers Landscaping
Mercer Contracting Co. of Trenton
New England Applicator Co., Inc.
V. Ottilio & Sons
Pasquale Brothers, Inc.
Pennsylvania Pneumatic Concrete & Refractories, Inc.
Walter Pera Painting Co.
Planet Corp.
Pressure Concrete & Grouting Co.
Railroad Construction Co.
Railroad Waterproofing Corp.
Thomas J. Regan & Son
Riverside Landscape Corp.
Sowerbutt Asphalt, Inc.
Tidewater Dredging Corp.
United States Steel Corp. & American Bridge Division
Vontury, Inc.
Ward C. Weller Co., Inc.
Whitmyer Bros., Inc.
Edward O. Wickberg Co., Inc.
C. H. Winan Co.
Woolsulate Corp.

INTERSTATE ROUTES 95 & 80

(BERGEN PASSAIC EXPRESSWAY)

NEW JERSEY STATE HIGHWAY DEPARTMENT

DWIGHT R. G. PALMER

Commissioner

JAMES R. SCHUYLER

State Highway Engineer

JOSEPH R. CUNNINGHAM

Director, Division of Roads

I. OLIVER DOLL

Supervisor, Bureau of Road Construction

SVEN I. HEDIN

Director and Chief Bridge Engineer

EDWARD F. MULLOWNEY

Supervising Bridge Engineer, Construction

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

REX M. WHITTON

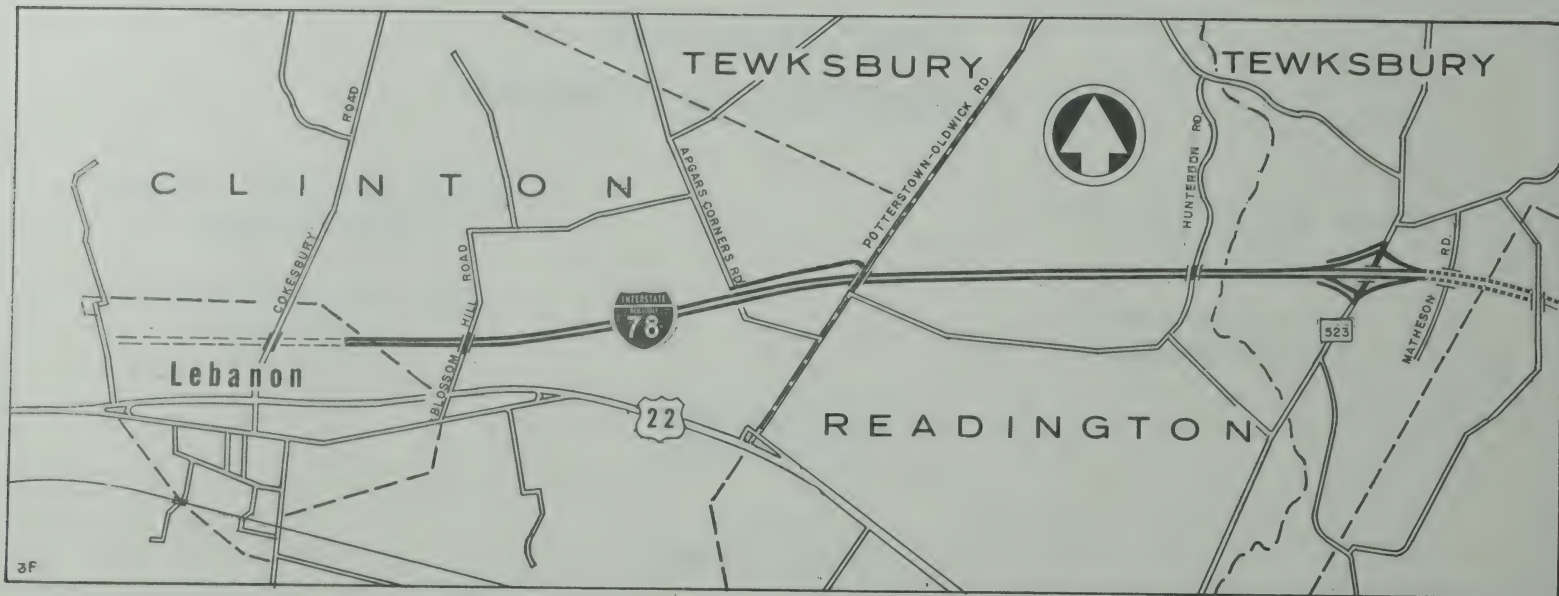
Administrator

J. A. SWANSON

Regional Engineer

H. P. BESCHENBOSSEL

Division Engineer



BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



AREA CODE 609....292-3105

1964

Interstate Route 78 - BIDS
Lebanon Borough
Clinton Township
Readington Township
Tewksbury Township
Hunterdon County

Trenton, Nov. 5 - The New Jersey State Highway Department today announced a low bid of \$4,261,042.02 was received from Public Constructors, Inc., Blackwood, on a project for construction of another portion of Interstate Route 78 in Hunterdon County.

Other bidders on the project were: Ell-Dorer Contracting Co., Plainfield and L. Zimmerman and Sons, Inc., Hillside (JOINT VENTURE) \$4,431,069.01; Geo. M. Brewster and Son, Inc., Bogota, \$4,517,028.05; Franklin Contracting Co., Little Falls, \$4,546,566.20; Schiavone Construction Co., Inc., Secaucus, \$4,698,676.17; Hess Bros., Inc., Parlin, \$4,710,584.25; Poirier and McLane Corp., N.Y.C., \$4,720,421.37; S. J. Groves and Sons Co., Woodbridge, \$4,739,947.72; P. T. and L. Construction Co., Inc., Paramus, \$4,782,860.02 and Sam Braen Construction Co., Wyckoff, \$5,110,350.59.

The work area will consist of a 4.1 mile portion of Route 78 from the vicinity of Cokesbury Road in Lebanon Borough eastward through Clinton Township and Readington Township to a point east of County Route 523 in Tewksbury Township.

The proposed portion of Interstate Route 78 will carry three lanes of traffic in each direction, eastbound and westbound on roadways consisting of subbase 12 inches thick and reinforced concrete pavement 9 inches thick.

Traffic lanes will be 12 feet wide and will be bordered on the inner and outer edges by bituminous concrete shoulders.

(more)

1964
Interstate Route 78 - BIDS
Lebanon Borough
Clinton Township
Readington Township
Tewksbury Township
Hunterdon County

A landscaped median will separate the roadways.

Structures to be built as part of the project will include:

1. A bridge to carry Blossom Hill Road over the roadways of the freeway.
2. A bridge to carry relocated Potterstown-Oldwick Road over the roadways of the freeway.
3. A bridge to carry Hunterdon Road over the superhighway.
4. Two bridges to carry the superhighway over the North Branch of Rockaway Creek.
5. Two bridges to carry the roadways of the freeway over County Route 523.

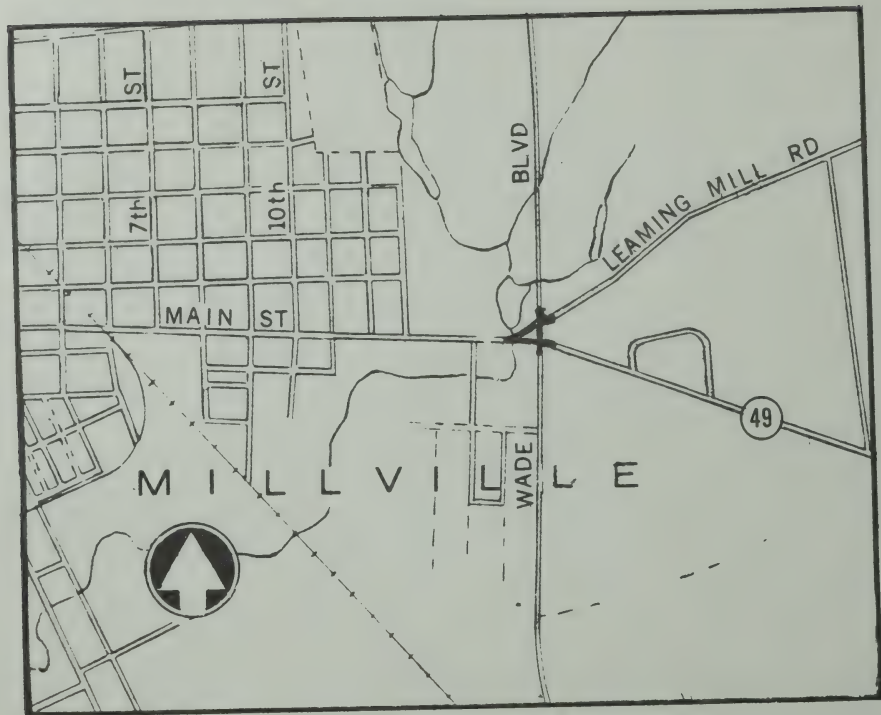
A frontage road will border the westbound roadway of the superhighway connecting Potterstown-Oldwick Road to Apgars Corner Road.

Complete interchange facilities will be built at the proposed intersection of Route 78 with County Road 523.

Access roads will be built on the north side and south side of the interstate route west of County Route 523 to permit access from the County Route to properties in the area.

Ninety percent of the costs of Interstate Route construction in New Jersey are paid by the Federal Government while the remaining ten percent is paid by the State Highway Department.

The project is expected to take 310 working days to complete. All bids will be reviewed before a contract is awarded.



BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609....292-3105

IMMEDIATE RELEASE



1964
Route 49 - BIDS
City of Millville
Cumberland County
Channelization

Trenton, Nov. 5 - The New Jersey State Highway Department today announced a low bid of \$69,779.26 was received from Austin P. Hill, Inc., Millville on a project for improvement of traffic channelization on Route 49 at the intersection with Wade Boulevard and Leaming Mill Road, in the City of Millville, Cumberland County.

Other bidders on the project were: DiBello Construction Co., Inc. South Vineland, \$70,657.70; Rudolph Meekel and Son, Inc., Vineland, \$75,740.75; Union Paving Co., Wynnewood, Pennsylvania, \$99,985.92.

Turning movements between Route 49, Wade Boulevard, and Leaming Mill Road, will be improved by reconstruction of the intersection and the addition of left turn slots on Route 49.

Wade Boulevard will be extended in a nearly straight line southward enabling both directions of traffic on the Boulevard to proceed directly across the intersection under the protection of traffic signals.

Southbound Wade Boulevard traffic approaching the intersection will reach westbound Route 49 by using a connecting ramp.

Two lanes of traffic are carried on Route 49 in each direction on reinforced concrete pavement. New turn slots will enable Route 49 traffic to make left turns into Wade Boulevard under the protection of traffic signals.

(more)

1964
Route 49 - BIDS
City of Millville
Cumberland County
Channelization

The new portion of Wade Boulevard will carry two lanes of traffic in each direction.

Costs of the project, which is expected to take 50 working days to complete will be paid by the State Highway Department. All bids will be reviewed before a contract is awarded.

49,9A

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609...292-3105

IMMEDIATE RELEASE



1964
Route 28 - BIDS
Cranford
Union County

Trenton, Nov. 5 - The New Jersey State Highway Department today announced a low bid of \$184,305.40 was received from Schiavone Construction Co., Inc., Secaucus on a project for replacement of the bridge which carries Route 28 across the Rahway River in Cranford, Union County.

Other bidders on the project were: Robert Bossert and Co., Inc., Newark, \$193,325.02; Moreira Construction Co., Inc., Flemington, \$208,176.00; Manganello and Preziosi Construction Co., South Orange, \$213,034.00; Arthur A. Johnson Corp., New York City, \$388,000.00.

The old bridge now spanning the river between the Springfield Avenue intersection and the Centennial Avenue intersection will be replaced with a new reinforced concrete structure.

The new bridge will be nearly 62 feet long and will measure about 50 feet from curb to curb. Two lanes of traffic will be carried in each direction, eastbound and westbound, on a reinforced concrete deck. Sidewalks will border the bridge roadway on both sides.

During construction, traffic will be detoured around the construction area using Walnut Avenue, South Avenue and Centennial Avenue.

(more)

1964
Route 28 - BIDS
Cranford
Union County

Costs of the 0.087 mile project, which is expected to be completed in 120 working days, will be paid entirely by the State Highway Department. All bids will be reviewed before a contract is awarded.

28,7B
63-N-45

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NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey

RELEASE FRIDAY NOVEMBER 6, 1964

WEEK OF NOVEMBER 7 - NOVEMBER 13

Trenton, Nov. 6 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of November 7 - November 13.

Bergen

Route 4, Hackensack, River Edge, Teaneck -- Traffic will be guided through the construction area during operations to repair bridge decks and widen roadways. The condition will continue until the spring of 1965.

Camden

Route 70, Pennsauken and Cherry Hill -- Slight delay may be expected at Cuthbert Boulevard during culvert construction. The condition will continue until November.

Route 42 and 76 and 295 interchange, Bellmawr -- Minor delays from 8 a.m. to 4:30 p.m. while ramps are resurfaced.

Essex

Route 21, Newark and Belleville -- Traffic will be guided through the construction area.

Essex-Union

Route 24, Millburn and Springfield -- Traffic in each direction on Morris Avenue between Mountain

Avenue and Center Street (Springfield) will be delayed due to construction operations. The condition will continue through the month of November.

Hunterdon

Route 69 and U.S. 202, Raritan Township and Borough of Flemington -- Traffic will be guided through the construction area. The condition will continue for three months.

Hunterdon-Somerset

Route 78, Tewksbury, Readington and Bedminster Townships -- Detour roads will be built at Rattlesnake Bridge Road, Bunn Road, Park Avenue and Matheson Road, Cowperthwaite Road is closed to through traffic. The condition will continue until the end of 1964.

Mercer

Route 29 Freeway, Ewing Township -- Minor delays may be expected until the fall of 1964.

Middlesex-Monmouth

Route 9, Marlboro, Manalapan, Madison Townships -- Slight interference resulting from trucks and construction equipment moving materials throughout the construction area.

Monmouth

Route 9, Freehold and Manalapan Townships -- Traffic will be guided through the construction area during dualization work. Slight delay may be expected. The condition will continue for three months.

(more)

1964
TRAFFIC CONDITIONS REPORT

Monmouth cont'd

Route 36, Keyport, Raritan Township, Union Beach, Keansburg -- Detour roads at Waackaack Creek. Minor interference will continue for two months.

Morris-Essex

Route 80, Parsippany-Troy Hills, Montville, Fairfield -- Construction equipment will be crossing Hook Mountain Road, Change Bridge Road, Maple Avenue and Horseneck Road. Traffic will be guided through the construction area.

Morris-Passaic

Route 23, West Milford and Jefferson Townships -- Traffic will be guided through the construction area. The condition will continue for a year.

Morris-Somerset

Route 78, Bernards, Warren, Passaic, Watchung -- Minor interference may be expected on King George Road, Mountain Avenue and Hillcrest Road as equipment moves around construction sites. The condition will continue for two years.

Saw Mill Road will be closed to through traffic between Mountain Avenue and Reinman Road. Traffic will use Old Stirling Road. The condition will continue for one year.

Morris and Warren

Route 24, Borough of Washington, Washington Township, Mansfield Township, Town of Hackettstown -- During resurfacing operations, traffic will be maintained with single lane restrictions in the immediate area of pavement operations. The condition will continue until the end of 1964.

Ocean

Route 88, Point Pleasant -- Minor delay during intersection revision at Bay Avenue.

Salem

Route 49, Pennsville -- Minor delays during gas line installation.

Somerset

Route 78, Bridgewater, Bernards, Warren, Bedminster -- Some interference may be expected at Route 202-206, Washington Valley Road and Martinsville Road.

Dead River Road and Mountain View Road have been closed to through traffic. Traffic will be detoured around bridge construction sites. The condition will continue until the spring of 1965.

Route 287, Bedminster Township and Borough of Far Hills -- Traffic will be guided through a detour roadway at Far Hills Road for the next five months.

Schley Mountain Road (Layton Road) will be closed off from Douglas Road to Far Hills Road and a detour will be established via Douglas Road and Far Hills Road for the next five months.

Route 287, Bernards Township and Borough of Far Hills -- Annin Road will be closed to through traffic until bridge construction is complete.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



AREA CODE 609....292-3105

RELEASE THURSDAY P.M.'s

1964

N.J. Route 15 - COMPLETION
Rockaway - Jefferson Twps.
Morris County

Trenton, Nov. 5 - The New Jersey State Highway Department today announced completion of a \$1.7 million Route 15 dualization project in Rockaway and Jefferson Townships in Morris County.

Initial dualization of the highway was done during the early 1940's northward to the Picatinny Arsenal. The recently completed project began near the Arsenal entrance and extended north for 1.6 miles to a point about a quarter-mile past Longwood Road.

The alignment of the old two-lane highway has become the southbound portion of the new dualized section, but much of it has been reconstructed to straighten out curves.

A completely new northbound roadway has been built and separated from the opposing roadway by a landscaped center island varying from 30 to 250 feet.

Both northbound and southbound roadways include two bituminous concrete traffic lanes each 12 feet wide, and outer bituminous concrete shoulders ten to twelve feet wide.

In the vicinity of the Phipps Road - Union Turnpike intersection, both shoulders have been constructed as additional traffic lanes to serve the revised intersection.

(more)

1964
N.J. Route 15 - COMPLETION
Rockaway - Jefferson Twps.
Morris County

The revised intersection is situated about 300 feet south of the old crossing, and is served by jug handle left-turn facilities. The jug handles also incorporate new connections to Phipps Road and Union Turnpike.

At Berkshire Valley Road, another pair of jug handles provide safe means for crossing the highway under signal light control, as well as entrance ramps from the road to the dual highway in both directions.

The Rockaway River, where it crosses the future dual highway, has been relocated to follow a straight channel 60 feet wide.

Longwood Road has been shifted about 50 feet to the north of the point where it formerly crossed the highway. The local road also has been reconstructed as a two-lane bituminous concrete road about 350 feet easterly.

Another Route 15 dualization project is now underway between Longwood Road and Lake Forest Drive in Jefferson Township. Two lanes will be carried in each direction over a distance of two miles. The project includes intersection improvements at Edson Road. Future plans call for extending the dualization of Route 15 to the intersection with Route U.S. 206 at Ross's Corner in Sussex County.

62-P-2
15-7A
F-206(3)

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609...292-3105



RE:EASE THURSDAY P.M.'s

1964

Interstate Route 78
Somerset, Union &
Morris Counties
INFORMATION CENTER

Trenton, Nov. 5 - The New Jersey State Highway Department today announced it will hold a one-day Information Center November 10 to explain two Interstate Route 78 construction projects in Somerset, Morris and Union Counties.

A Department spokesman said interested citizens are invited to visit the Center to inspect construction and right-of-way plans of work now underway.

The Center, which will be open from 12 noon to 8 p.m. in the Valley View School in Watchung, will have Department construction engineers and right-of-way representatives on hand to explain the plans.

The spokesman explained that Information Centers have proved helpful by bringing to local areas where a construction project is about to begin, the necessary information, plans and personnel. A similar Center held in Martinsville last spring for a Route 78 project drew nearly 400 people.

Plans to be displayed in the school auditorium will illustrate bridge construction at separate locations between King George Road in Warren Township, Somerset County, and Plainfield Avenue in Berkeley Heights, Union County. Other work sites are located in Bernards Township and Watchung Borough, Somerset County, and Passaic Township, Morris County.

A bridge will be built west of King George Road to carry Route 78 over Pound Brook. Another bridge will be built north of Route 78 to carry King George Road over relocated Dead River. A detour road will permit traffic to bypass the bridge construction area.

(more)

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1964
Interstate Route 78
Somerset, Union &
Morris Counties
INFORMATION CENTER

Farther east a new bridge will carry Mountain Avenue over Route 78 and a concrete box culvert will carry the superhighway over Cory's Brook.

A bridge will carry Saw Mill Road over the superhighway, and another bridge will be built to carry Old Stirling Road over the interstate route.

On the Watchung-Warren Township line, a bridge will carry two lanes of Hillcrest Road traffic in each direction, northbound and southbound, over Route 78. The roadways of Route 78 will be graded in the area of the bridge construction. A detour road will permit traffic on Hillcrest Road to bypass the bridge construction site.

The proposed roadways of Route 78 between Stony Hill Road eastward to the vicinity of Horseshoe Road will be graded.

Stony Hill Road in Watchung will be relocated, and carried over Route 78 on a bridge to be built as part of one construction contract. Stony Hill Road will intersect with Plainfield Avenue north of the Interstate Route.

Farther east, the roadways of Route 78 will be carried over Green Brook and Plainfield Avenue on new bridges which will span the Watchung-Berkeley Heights line.

The main roadways of Route 78 will be partially graded over a distance of about 1,000 feet in the vicinity of the Plainfield Avenue overpass.

(more)

1964
Interstate Route 78
Somerset, Union &
Morris Counties
INFORMATION CENTER

Construction crews have started work at some sites between King George Road and Hillcrest Road under a \$2.8 million contract. Work is expected to begin this week at Stony Hill Road and Plainfield Avenue under another \$2.4 million contract.

The first order of work at Plainfield Avenue calls for clearing the area where the Route 78 bridges will be constructed. About mid November, trucks will begin hauling dirt fill across Plainfield Avenue at the bridge site, and around December 1 concrete trucks will begin making trips to the bridge site.

The Department spokesman said traffic directors will be posted at both ends of the Plainfield Avenue work area to control traffic during working hours, and ample signs, flares and barricades will be in position. Interruptions to traffic are expected to last into next fall, but the spokesman emphasized that traffic will not be cut off, nor will it require any detours.

Early next year work will begin on the Stony Hill Road bridge, about 200 feet north of existing Stony Hill Road. Because a short section of the road will be relocated, little or no traffic interruptions are foreseen.

Final completion of all bridge work between King George Road and Plainfield Avenue is expected early in 1966.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



AREA CODE 609....292-3105

RELEASE THURSDAY P.M.'s

1964

Route 46 - COMPLETION
Mount Olive Township
Morris County

Trenton, Nov. 5 - The New Jersey State Highway Department today announced completion of nearly \$2 million in improvements on portions of Route 46 in the Budd Lake area of Morris County.

Route 46 has been widened and resurfaced over a distance of 4.77 miles from Drakestown eastward around Budd Lake to an intersection with Interstate Route 80 east of Wills Creek in Mount Olive Township.

The roadway has been widened to 46 feet and now carries two lanes of traffic in each direction. The entire surface of the highway has been paved with bituminous concrete.

The bridge carrying the highway over the South Branch of the Raritan River has been widened to accommodate the widened roadway.

Bituminous concrete shoulders border both sides of the portions of the roadway adjacent to Budd Lake.

A pair of jug handles have been built at the intersection of the highway with Woodsedge Avenue and the Shore Road. Traffic from the highway as well as from local streets can cross the highway safely.

The bridge carrying the highway over Black Brook has been extended to permit widening of the roadway.

(more)

1964
Route 46 - COMPLETION
Mount Olive Township
Morris County

A left turn jug handle permits northbound Route 46 traffic to reach southbound Mount Olive Road or to cross the highway to reach the portion of Mount Olive Road north of the highway.

A left turn jug handle for southbound Route 46 traffic extends to Mount Olive Road through Anderson Place permitting highway traffic to reach both directions of Mount Olive Road.

Improvements have been made at local road intersections to facilitate traffic movement.

The bridge carrying the highway over Wills Creek has been extended to accommodate the widened roadway.

In the area of the intersection with Route 80 in Netcong, connections between the Interstate Route, Route U.S. 206, Route 10 and Route 46 are now available.

Costs of the work will be paid by the State Highway Department.

46,5A
46,5B,6A
62-N-36
63-N-49

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609-292-3105



RELEASE THURSDAY P.M.'s

1964
Route U.S. 46 - COMPLETION
Mountain Lakes, Parsippany-
Troy Hills
Morris County

Trenton, Nov. 5 - The New Jersey State Highway Department today announced completion of a \$140,000 project for the construction of a pair of jug handle turnarounds on Route 46 in Morris County.

The new jug handles are located on the route between the Erie-Lackawanna Railroad and Fox Hill Lane in Mountain Lakes and Parsippany-Troy Hills.

The existing roadways of Route 46 have been widened to permit ample room for turning movements. Three lanes of traffic on the route will continue to be carried in each direction, eastbound and westbound, separated by a variable width grass median divider.

Eastbound Route 46 traffic desiring to enter Lackawanna Avenue or to make a turnaround to the westbound lanes of the route, may turn right into a new connecting ramp leading to Lackawanna Avenue. Lackawanna Avenue had been improved to accommodate two directions of traffic between the end of the connecting ramp and Route 46.

A new jug handle enables westbound Route 46 traffic to cross the highway to Lackawanna Avenue safely or to make a turnaround to the eastbound lanes of the route.

Costs of the project will be paid entirely by the State Highway Department.

46,9A
63-M-51

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



AREA CODE 609....292-3105

IMMEDIATE RELEASE

1964
BUILDING SALE
Interstate Route 78
Warren Township
Somerset County

Trenton, Nov. 4 - The New Jersey State Highway Department today scheduled a public sale, Tuesday, November 10th, of a vacant dwelling in Warren Township, Somerset County.

The building now stands on land purchased by the Department for the future construction of Interstate Route 78 and must be moved from its present location.

The building is located on the west side of Plainfield Road (Stirling Road), about 1,100 feet north of the intersection of Old Smalley Town and Plainfield Roads. It is a two story frame dwelling with a two-car garage and shed.

A Highway auctioneer will be on the property at 2:00 p.m. to receive bids.

A Highway spokesman said that similar sales during recent years have saved or returned to the Department almost a million dollars and returned hundreds of valuable buildings to service and to municipal tax rolls.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609....292-3105

IMMEDIATE RELEASE



1964
SALE OF BUILDINGS
Route 35 Freeway
Wall Township
Monmouth County

Trenton, Nov. 4 - The New Jersey State Highway Department today scheduled a public sale, Thursday, November 12th, of three vacant buildings in Wall Township, Monmouth County.

The buildings (dwellings) now stand on land purchased by the Department for the future construction of Route 35 Freeway and must be moved from their present locations.

The buildings are located at 2813 Taylor Street, 2402 Monmouth Boulevard and 2919 Buchanan Street in Belmar.

A Highway auctioneer will be at 2919 Buchanan Street at 2 p.m. to receive bids on all the properties, which will be sold as separate units.

A Highway spokesman said that similar sales during recent years has saved or returned to the Department almost a million dollars and hundreds of valuable buildings returned to use and municipal tax rolls. He noted that this year, to date, well over a hundred thousand dollars had been gained by building sales or saved in demolition costs.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609...292-3105

IMMEDIATE RELEASE



1964

SALE OF BUILDINGS
Interstate Route 287
Bernards Township
Somerset County

Trenton, Nov. 4 - The New Jersey State Highway Department today scheduled a public sale, Tuesday, November 10th, of two vacant buildings in Bernards Township, Somerset County.

The buildings (private dwellings) now stand on land purchased for the future construction of Interstate Route 287 and must be moved from their present locations.

The buildings are located at 141 and 150 West Oak Street in Basking Ridge.

A Highway auctioneer will be on the property at 141 West Oak Street at 11:30 a.m. to receive bids on both properties, which will be sold as separate units.

A Highway spokesman said that similar sales during recent years have returned or saved the Department nearly a million dollars and returned hundreds of valuable buildings to service and to municipal tax rolls. He noted that this year, to date, well over a hundred thousand dollars have been gained by building sales or saved in demolition costs.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609...292-3105



RELEASE UPON RECEIPT

1964

TRAFFIC REGULATIONS

Route 3

Secaucus & North Bergen Twp.

Hudson County

Trenton, Nov. 5 - The New Jersey State Highway Department today announced new no-parking regulations along Route 3 in Secaucus and North Bergen Township, Hudson County.

Stopping or standing will be prohibited at all times along both sides of Route 3 between the intersection with Route U.S. 1 & 9 and the Hackensack River including all ramps and connections which are under the jurisdiction of the State Highway Department.

A Highway spokesman said this is an extension of a former regulation to include the ramps and connections along Route 3 through the area.

The regulation will become effective with the posting of new regulatory signs. This is expected within two weeks.

RP-64-26

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609...292-3105



RELEASE UPON RECEIPT

1964

TRAFFIC REGULATIONS

U.S. 1 & 9

Jersey City

Hudson County

Trenton, Nov. 5 - The New Jersey State Highway Department today announced new no-parking regulations along U.S. Routes 1 & 9 in Jersey City, Hudson County.

Stopping or standing will be prohibited at all times along both sides of U.S. 1 & 9 within the corporate limits of Jersey City, including all ramps and connections which are under the jurisdiction of the State Highway Department.

A Highway spokesman said that a former regulation prohibited parking along U.S. 1 & 9 through Jersey City but did not include ramps and connections. It has been found necessary, he said, for a safer traffic flow that ramps and connections to the route through the city be included in the regulation.

The regulation will become effective with the posting of regulatory signs. This is expected within two weeks.

RP-64-27

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609-292-3105



RELEASE THURSDAY P.M.'s

1964
Route 18 - COMPLETION
East Brunswick - Madison
Middlesex County

Trenton, Nov. 5 - The New Jersey State Highway Department today announced completion of a \$1 million project for improvement of the last three lane section of Route 18 remaining between New Brunswick and Route 9 near Middlesex - Monmouth County line.

Actual limits of the 2.3 mile project, a Department spokesman said, were Fountain Street in East Brunswick and Matawan-Old Bridge Road in Madison Township.

A four-lane bituminous concrete highway divided by a high concrete center barrier has been built using the old roadways as a foundation. Pairs of jug handles have been built at Arthur Street, Racetrack Road and Rues Lane, and access ramps have been built at Main Street.

Route 18 is now a modern four-lane divided highway from Albany Street in New Brunswick to Route 9 in Madison Township, a total distance of eleven miles.

A concrete center barrier 32 inches high separates the two roadways, and concrete curbs will flank the outer shoulders.

In addition to the jug handles at Arthur Street, Racetrack Road and Rues Lane, a pair of exit-entrance ramps have been built between westbound Route 18 and Main Street, and another pair of ramps between eastbound 18

(more)

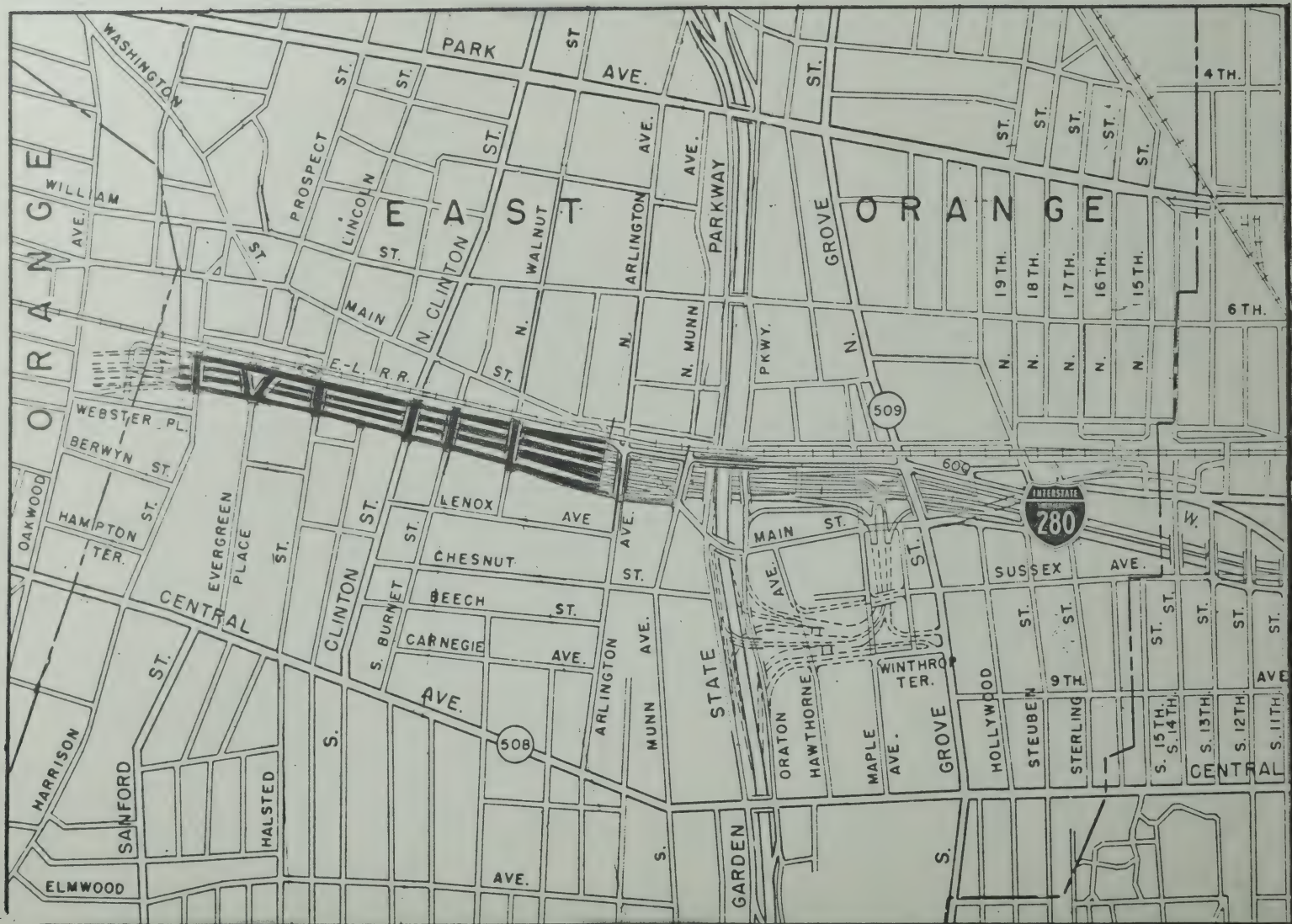
1964
Route 18 - COMPLETION
East Brunswick - Madison
Middlesex County

and Old Bridge Turnpike near Pine Street.

Costs of the improvement work will be shared by the Federal Government
and the State Highway Department.

18,6B
62-P-4

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



AREA CODE 609...292-3105

1964

Interstate Route 280 - BIDS
City of East Orange
Essex County

Trenton, Oct. 29 - The New Jersey State Highway Department today announced a low bid of \$4,598,720.63 was received from Mohawk Constructors, Inc., Linden and P. T. and L. Construction Co., Paramus (JOINT VENTURE) on a project for construction of the first major section of Interstate Route 280 (the Essex East-West Freeway) in Essex County.

Other bidders on the project were: Franklin Contracting Co., Little Falls, \$4,746,459.64; Poirier and McLane Corp., N.Y.C., \$4,868,935.67; Ell-Dorer Contracting Co., Plainfield and L. Zimmerman and Sons, Inc., Hillside (JOINT VENTURE) \$4,894,940.84; Public Constructors, Inc., Blackwood, \$4,917,581.75; Brookfield Construction Co., Inc., N.Y.C., \$5,076,502.00; Schiavone Construction Co., Secaucus, \$5,157,064.90 and S. J. Groves and Sons Co., Woodbridge, \$5,977,481.70.

All bids will be carefully reviewed by State and Federal engineers before a contract is awarded.

Work on the nearly 0.75 mile project, which will extend from Harrison Street eastward to Munn Avenue in the City of Orange, will include clearing and grading part of the proposed depressed portion of the Essex East-West Freeway which will eventually extend through the Oranges.

One way frontage roads, built at the same level as existing local streets in the area, will be constructed along the northern and southern edges of the super-highway to connect local roads and to provide a path for traffic on local roads leading to connections with the Freeway.

(more)

1964
Interstate Route 280 - BIDS
City of East Orange
Essex County

The eastbound frontage road will extend from Harrison Street eastward to Munn Avenue and the westbound frontage road will extend from the vicinity of Arlington Avenue westward to Harrison Street.

McKinley Avenue, which now borders the northern edge of the proposed Freeway will be rebuilt and will become the westbound frontage road. The existing stone block surface of McKinley Avenue will be removed and replaced.

The frontage roads will carry three lanes of one-way traffic in each direction.

Future contracts will call for completing the main roadways of the Freeway. Route 280 will carry three lanes of traffic in each direction separated by concrete barrier curb.

Structures to be built as part of the proposed project will carry local streets over the Freeway. Bridges will be built at Harrison Street, Evergreen Place, Halsted Street, South Clinton Avenue, South Burnet Street, and South Walnut Street.

During construction, traffic on local streets in the construction area will be detoured as construction proceeds in order to assure motorists of minimum delay.

Interstate Route 280 when completed will extend over a distance of 17.3 miles from an intersection with Interstate Route 80 in Parsippany-Troy Hills, Morris County, eastward to Route 95 near Secaucus, Hudson County.

Ninety percent of the costs of the project, which is expected to be completed in 400 working days will be paid by the Federal Government while the remaining ten percent will be paid by the State Highway Department.

The condition will continue for three months.

NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey

RELEASE FRIDAY OCTOBER 30, 1964

WEEK OF OCTOBER 31 - NOVEMBER 6

Trenton, Oct. 30 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of October 31 - November 6.

Bergen

Route 4, Hackensack, River Edge, Teaneck -- Traffic will be guided through the construction area during operations to repair bridge decks and widen roadways. The condition will continue until the spring of 1965.

Route 93, Leonia -- Minor delays during resurfacing.

Camden

Route 70, Pennsauken and Cherry Hill -- Slight delay may be expected at Cuthbert Boulevard during culvert construction. The condition will continue until November.

Route 42 and 76 and 295 interchange, Bellmawr -- Minor delays from 8 a.m. to 4:30 p.m. while ramps are resurfaced.

Essex

Route 21, Newark and Belleville -- Traffic will be guided through the construction area.

Essex-Union

Route 24, Millburn and Springfield -- Traffic in each direction on Morris Avenue between Mountain

Avenue and Center Street (Springfield) will be delayed due to construction operations. The condition will continue through the month of November.

Hunterdon

Route 69 and U.S. 202, Raritan Township and Borough of Flemington -- Traffic will be routed over the new roadway while the old roadway is being rebuilt. The condition will continue for three months.

Hunterdon-Somerset

Route 78, Tewksbury, Readington and Bedminster Townships -- Detour roads will be built at Rattlesnake Bridge Road, Bunn Road, Park Avenue and Matheson Road, Cowperthwaite Road is closed to through traffic. The condition will continue until the end of 1964.

Mercer

Route 29 Freeway, Ewing Township -- Minor delays may be expected until the fall of 1964.

Middlesex-Monmouth

Route 9, Marlboro, Manalapan, Madison Townships -- Slight interference resulting from trucks and construction equipment moving materials throughout the construction area.

Monmouth

Route 9, Freehold and Manalapan Townships -- Traffic will be guided through the construction area during dualization work. Slight delay may be expected. The condition will continue for three months.

(more)

1964
TRAFFIC CONDITIONS REPORT

Monmouth cont'd

Route 36, Keyport, Raritan Township, Union Beach, Keansburg -- Detour roads at Waackaack Creek. Minor interference will continue for two months.

Morris-Essex

Route 80, Parsippany-Troy Hills, Montville, Fairfield -- Construction equipment will be crossing Hook Mountain Road, Change Bridge Road, Maple Avenue and Horseneck Road. Traffic will be guided through the construction area.

Morris-Passaic

Route 23, West Milford and Jefferson Townships -- Traffic will be guided through the construction area. The condition will continue for a year.

Morris-Somerset

Route 78, Bernards, Warren, Passaic, Watchung -- Minor interference may be expected on King George Road, Mountain Avenue and Hillcrest Road as equipment moves around construction sites. The condition will continue for two years.

Morris and Warren

Route 24, Borough of Washington, Washington Township, Mansfield Township, Town of Hackettstown -- During resurfacing operations, traffic will be maintained with single lane restrictions in the immediate area of pavement operations. The condition will continue until the end of 1964.

Ocean

Route 88, Point Pleasant -- Minor delay during intersection revision at Bay Avenue.

Somerset

Route 78, Bridgewater, Bernards, Warren, Bedminster -- Some interference may be expected at Route 202-206, Washington Valley Road and Martinsville Road.

Dead River Road and Mountain View Road have been closed to through traffic. Traffic will be detoured around bridge construction sites. The condition will continue until the spring of 1965.

Route 287, Bedminster Township and Borough of Far Hills -- Traffic will be guided through a detour roadway at Far Hills Road for the next five months.

Schley Mountain Road (Layton Road) will be closed off from Douglas Road to Far Hills Road and a detour will be established via Douglas Road and Far Hills Road for the next five months.

Route 287, Bernards Township and Borough of Far Hills -- Annin Road will be closed to through traffic until bridge construction is complete.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609-292-3105



IMMEDIATE RELEASE

1964
Interstate Route 280 - ADV
West Orange
Orange
Essex County

Trenton, Oct. 29 - The New Jersey State Highway Department today announced bids will be received November 19 on another demolition project on Interstate Route 280, the Essex East-West Freeway, in Essex County.

Approximately 45 buildings will be demolished in a corridor extending from Mt. Pleasant Avenue, West Orange, eastward across the West Orange - Orange line to the vicinity of Kenilworth Place in Orange.

In addition to clearing a path for future construction, the demolition work will remove fire hazards and potential sources of public nuisances as well as reduce possible vandalism.

Buildings are being demolished on a selective basis as property agreements are reached and as the occupants of the buildings move out.

A schedule of 60 working days has been set for the demolition project. The Federal Government will pay ninety percent of the costs and the State Highway Department will pay ten percent. All bids will be reviewed before a contract is awarded.

280,4E,5M
63-I-28

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609...292-3105



RELEASE THURSDAY P.M.'s

1964

TRAFFIC SIGNALS

Highway Lighting

Route 46

Mt. Olive & Parsippany-Troy

Hills Twps.

Morris County

Trenton, Oct. 29 - The New Jersey State Highway Department today announced that the installation of semi-actuated traffic signals and mercury vapor lighting has been completed at the intersection of Route 46 and Mt. Olive Road in Mt. Olive Township, and that similar installations were near completion at the intersection of Route 46 and Lackawanna Avenue in Parsippany-Troy Hills Township, both in Morris County.

A Highway spokesman said that this was a part of the reconstruction program now underway on the route. He noted that jughandle turns had been constructed at both locations enabling motorist desiring to make a left turn off the highway to leave the highway from the right via the jughandle, cross or turn around under signal control.

The spokesman further noted that some confusion exists as to the nature of semi-actuated traffic signals. Semi-actuated traffic signals, he said, are used primarily at intersections of heavy-volume, high-speed traffic routes with relatively lightly traveled roads or streets. Detectors that actuate the signal are embedded in the minor approaches. The signals are normally green to the major routes changing to the lessor roads or streets under vehicular actuation.

(more)

1964

TRAFFIC SIGNALS

Highway Lighting

Route 46

Mt. Olive & Parsippany-Troy

Hills Twps.

Morris County

The State will pay the cost of construction and maintenance at both locations. The county will supply electricity at the Mt. Olive Road installations, the Township for the installation at Lackawanna Avenue. It is expected that signals and lighting at Lackawanna Avenue will be in operation within two weeks.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



AREA CODE 609....292-3105

1964
SALE OF BUILDINGS
Interstate Route 280
Essex County

Trenton, Oct. 26 - The New Jersey State Highway Department today scheduled a public sale Thursday, October 29th of vacant buildings located in Orange, East and West Orange and Newark in Essex County.

The buildings now stand on land purchased by the Department for the future construction of Interstate Route 280 and must be moved from their present locations.

The buildings in Orange are located at: 101-105 Lincoln Avenue, 366 Gray Street, 214 Hill Street, 170 South Street, 91 Parrow Street, 50-54 Kenilworth Place, 43 Webster Place, 76-78 and 90 Oakwood Avenue.

In West Orange buildings are located at 418 Valley Road and 28 Whittingham Place.

In East Orange buildings are located at 10 Evergreen Place, 24, 26 and 28 South Walnut Street, 19 McKinley Avenue, 313-315 Main Street, 1-3 and 7-9 South Arlington Avenue.

One building located in Newark at 66 Roseville Avenue.

A Highway auctioneer will be on the property located at 28 Whittingham Place at 11:30 a.m. to receive bids for all the properties which will be sold as separate units.

A spokesman for the Department said that similar sales during recent years have saved or returned nearly a million dollars to the State and returned hundreds of valuable buildings to service and to municipal tax rolls. The spokesman noted that this year to date over a hundred thousand dollars has been gained by building sales or saved in demolition costs. #####

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609...292-3105



IMMEDIATE RELEASE

1964

Mt. Ephraim Avenue - BIDS
Traffic Signals
City of Camden and Borough
of Woodlynne
Camden County
Federal Aid Secondary

Trenton, Oct. 22 - The New Jersey State Highway Department today announced a low bid of \$74,062.89 was received from Gerrold Electric Construction Co., Inc., Almonesson, on a Federal Aid Secondary project for the installation of traffic signals on a portion of Mt. Ephraim Avenue in the City of Camden and the Borough of Woodlynne in Camden County.

The other bidder on the project was Edward H. Ellis and Sons, Inc., Cherry Hill, \$86,374.00.

Improvement work along a 1.67 mile portion of Mt. Ephraim Avenue between Haddon Avenue and Fairview Street is nearing completion. Mt. Ephraim Avenue is now a four lane undivided roadway providing two lanes of traffic in each direction, northbound and southbound.

Traffic signals will be installed along Mt. Ephraim Avenue at Chestnut Street, Kaighns Avenue, Atlantic Avenue, Everett Street, Chase Street, Van Hook Street and Ferry Avenue.

Costs of the project will be shared equally by the Federal Government and Camden County. All bids will be reviewed by State Highway Department engineers before a contract is awarded.

Mt. Ephraim Ave.
FAS

###/###

The Board of Directors of the [Organization Name] is pleased to present this Annual Report to the members of the organization. This report provides a comprehensive overview of the organization's activities, financial performance, and future plans for the year 1990-1991.

The organization has achieved significant milestones during the year, including the completion of several major projects and the successful implementation of new initiatives. The financial statement shows a steady increase in revenue and a decrease in expenses, resulting in a surplus for the year.

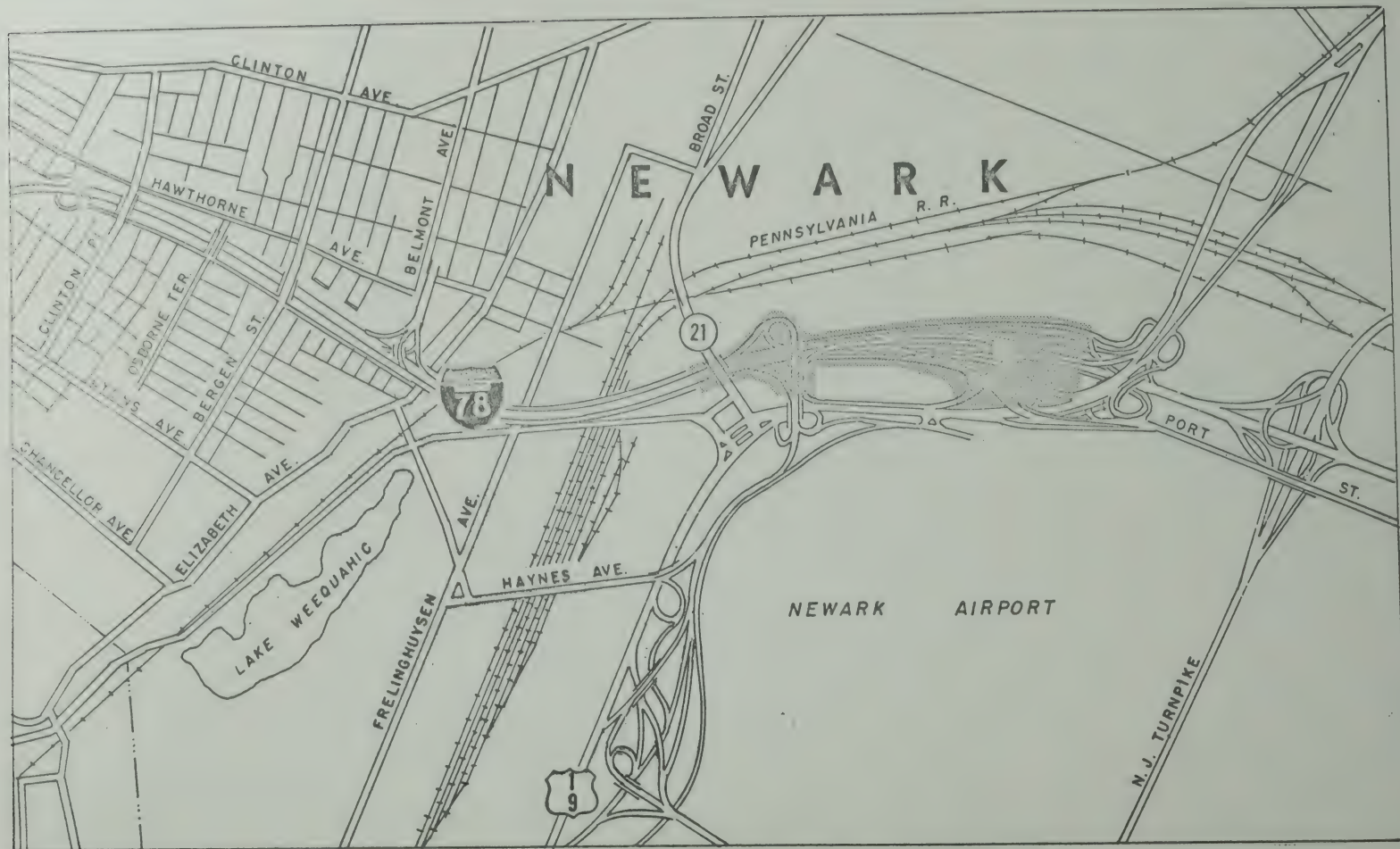
The Board of Directors is committed to the organization's mission and vision, and will continue to work towards the achievement of its goals. The Board also recognizes the contributions of the staff and volunteers who have made the organization's success possible.

The Board of Directors is composed of the following members:

- [Name]
- [Name]
- [Name]
- [Name]
- [Name]

The Board of Directors is also pleased to announce the appointment of [Name] as the new [Position].

The Board of Directors is grateful to the members of the organization for their support and contributions. The Board also looks forward to the continued support and participation of the members in the future.



BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609-292-3105



IMMEDIATE RELEASE

1964

Interstate Route 78 - BIDS
Newark
Essex County

Trenton, Oct. 22 - The New Jersey State Highway Department today announced it received a low bid of \$ 6,186,006.50 from Mal-Bros. Contracting Co., West Caldwell on its first Interstate Route 78 construction project in Essex County.

Other bidders on the project were: P.T. and L. Construction Co, Inc., Paramus, \$6,458,896.00; S. J. Groves and Sons Co. Woodbridge, \$6,537,596.00; Franklin Contracting Co., Little Falls, \$6,725,461.20; George M. Brewster and Son, Inc., Bogota, \$7,271,828.50; Verona Construction Co., Verona, \$7,430,595.00.

All bids will be carefully analyzed by State and Federal engineers before a final determination is made.

The project site will be in the Newark Meadow area north of Route 1 and opposite Newark Airport, on the site of what will be the largest of the many multi-ramp interchanges to be built in this State as part of the national system of Interstate and Defense highways.

The work will consist of excavating more than one million cubic yards of meadow lands - root-mat and muck and back-filling.

The Route 78 project will involve a 1.25 mile section of its alignment from the Pennsylvania Railroad easterly to the vicinity of Route U.S. 1 and 9 as it swings north from Newark Airport.

(more)

1964
Interstate Route 78 - BIDS
Newark
Essex County

Although this project will encompass the greatest bulk of excavation and back-fill for the new interchange, the total interchange complex will be completed under contracts to be let in the future. The interchange will enable traffic on Route 78 and on Routes U.S. 1 and 9 to merge as well as to make connections to other highways and local roads in the area. Access to Newark Airport, in both its present and future development layout, will be provided.

All work on the excavation - back-fill contract is expected to be completed by December 1st, 1965. Ninety percent of its cost will be paid by the Federal Government while the remaining ten percent will be paid by the State Highway Department.

78,5T
63-I-21

#####

NEW PAVEMENT NARROWS SIGN
6437

RELEASE UPON RECEIPT

There is a new sign making its appearance on the New Jersey State Highway System.

It is styled after the highway signs in Europe, where no words are printed on the signs, only symbols.

The new sign is replacing the old sign which bore the legend "Pavement Narrows." Drivers were unprepared for what was going to happen ahead after reading "Pavement Narrows." They were not advised on which side of the highway the pavement would narrow.

The new sign has broad verticle black lines indicating the highway. Where the road surface is going to narrow, the broad black line bends in toward the center, showing at a glance which lane will be eliminated ahead.

Sign experts say this type of sign is easier for all motorists to understand at a glance. And, traveling at 60 MPH, that's all the time the driver gets. He has to know immediately what to expect ahead.

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NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey

RELEASE FRIDAY OCTOBER 23, 1964

WEEK OF OCTOBER 24 - OCTOBER 30

Trenton, Oct. 23 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of October 24 - October 30.

Bergen

Route 4, Hackensack, River Edge, Teaneck -- Traffic will be restricted to one lane in each direction during operations to repair bridge decks.

Johnson Avenue will be closed between Madison Avenue and Route 4 until the end of 1964.

Route 93 and U.S. 1 and 9; Ridgefield -- Minor delays during island channelization work.

Route 93, Leonia -- Minor delays during resurfacing.

Camden

Route 38, Pennsauken and Cherry Hill Townships -- Traffic will be guided through the construction area. The condition will continue until the end of October 1964.

Route 70, Pennsauken and Cherry Hill -- Slight delay may be expected at Cuthbert Boulevard during culvert construction. The condition will continue until November.

Route 42 and Route 76 and 295 interchange, Bellmawr -- Minor delays from 8 a.m. to 4:30 p.m. while ramps are resurfaced.

Essex

Route 21, Newark and Belleville -- Traffic will be guided through the construction area. The south-bound lanes have been partially opened and will be opened fully in another month.

Essex-Union

Route 24, Millburn and Springfield -- Traffic in each direction on Morris Avenue between Mountain Avenue and Center Street (Springfield) will be delayed due to construction operations. The condition will continue through the month of November.

Hunterdon

Route 69 and U.S. 202, Raritan Township and Borough of Flemington -- Traffic will be routed over the new roadway while the old roadway is being rebuilt. The condition will continue for three months.

Hunterdon-Somerset

Route 78, Tewksbury, Readington and Bedminster Townships -- Detour roads will be built at Rattlesnake Bridge Road, Bunn Road, Park Avenue and Matheson Road, Cowperthwaite Road will be closed to through traffic which will use Stillwell Road and Bunn Road as alternates. The condition will continue until the end of 1964.

Mercer

Route 29 Freeway, Ewing Township -- Minor delays may be expected until the fall of 1964.

(more)

1964
TRAFFIC CONDITIONS REPORT

Middlesex-Monmouth

Route 9, Marlboro, Manalapan, Madison Townships -- Slight interference resulting from trucks and construction equipment moving materials throughout the construction area.

Monmouth

Route 9, Freehold and Manalapan Townships -- Traffic will be guided through the construction area during dualization work. Slight delay may be expected. The condition will continue for three months.

Route 36, Keyport, Raritan Township, Union Beach, Keansburg -- Detour roads at Waackaack Creek. Minor interference will continue for three months.

Route 71, Manasquan -- Minor delays during intersection revision.

Morris

Route 46, Mount Olive Township -- Traffic will be guided through the construction area. Slight interference may be expected.

Morris-Essex

Route 80, Parsippany-Troy Hills, Montville, Fairfield -- Construction equipment will be crossing Hook Mountain Road, Change Bridge Road, Maple Avenue and Horseneck Road. Traffic will be guided through the construction area.

Morris-Passaic

Route 23, West Milford and Jefferson Townships -- Traffic will be guided through the construction area. The condition will continue for a year.

Morris and Warren

Route 24, Borough of Washington, Washington Township, Mansfield Township, Town of Hackettstown -- During resurfacing operations, traffic will be maintained with single lane restrictions in the immediate area of pavement operations. The condition will continue until the end of 1964.

Somerset

Route 78, Bridgewater, Bernards, Warren, Bedminster -- Some interference may be expected at Route 202-206, Washington Valley Road and Martinsville Road.

Dead River Road and Mountain View Road have been closed to through traffic. Traffic will be detoured around bridge construction sites. The condition will continue until the spring of 1965.

Route 287, Bedminster Township and Borough of Far Hills -- Traffic will be guided through a detour roadway at Far Hills Road for the next five months.

Schley Mountain Road (Layton Road) will be closed off from Douglas Road to Far Hills Road and a detour will be established via Douglas Road and Far Hills Road for the next five months.

Route 287, Bernards Township and Borough of Far Hills -- Annin Road will be closed to through traffic until bridge construction is complete.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609-292-3105

IMMEDIATE RELEASE



1964

Chester-Bridgeport Ferry

Trenton, Oct. 22 - State Highway Commissioner Dwight R. G. Palmer today announced negotiations with the Delaware River Port Authority have resulted in an agreement which will finance continued operation of the Chester Bridgeport Ferry through the end of this year.

The Commissioner met with the Port Authority Commissioners yesterday to discuss the plight of the financially troubled Delaware River Ferry Company.

As a result, the Port Authority:

1. Agreed to provide \$25,000 toward the ferry company's losses, an amount sufficient together with earlier contributions in like amount by the States of New Jersey and Pennsylvania to ensure continued operation to Jan. 1, 1965.
2. Referred to their Transportation Committee the problem of developing between now and the end of the year plans for acquisition and operation of the ferry pending construction of the proposed Chester-Bridgeport bridge.

The ferry company said earlier this year that continued deficits would force it to suspend operations in September unless it received financial support in the amount of \$75,000. The State of N.J. supplied one-third of this amount to maintain ferry operations until early October.

Later, Pennsylvania Secretary of Highways Henry D. Harral agreed to provide one-third if the Port Authority would agree to do likewise. The ferry company undertook to continue service until Commissioner Palmer could meet with the Port Authority yesterday.

(more)

1964
Chester-Bridgeport Ferry

The Commissioner said he had informed the ferry company of the Port Authority's favorable action and felt confident that the ferry service would continue to operate for the remainder of this year.

Studies by the Port Authority with a view toward acquisition and operation of the ferry will emphasize the importance of the New Jersey Legislature approval this fall of the proposed bridge at Delair. Pennsylvania has already approved the project, which the Port Authority views as essential to the financial feasibility of the Chester-Bridgeport span.

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DIVISION OF RAILROAD TRANSPORTATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



Public Information

TUxedo 2-3000

1964

IMMEDIATE RELEASE

READING COMPANY

Trenton, N. J. - October 22, 1964 - As a result of the negotiations which Commissioner Palmer and his staff have been carrying on with the Reading Company at the direction of Governor Richard J. Hughes it was announced today that an agreement has been reached with the Reading Company to continue operation of its feature commuter trains between Philadelphia, Pa. and Jersey City, N. J. The commuter trains named the CRUSADER and the WALL STREET serve nearly 200 New Jersey commuters boarding at West Trenton, Hopewell and Belle Mead in addition to commuters using stations in Pennsylvania. Commissioner Palmer advised the Governor that the agreement includes an increase in tariffs applicable at all stations and an adjustment in the operating agreement between the Jersey Central and the Reading. In connection with the fare increase the Commissioner reported that the New Jersey patrons were polled recently - the result being that they approved approximately a 25% increase in tariffs by a ratio of about 10 to 1.

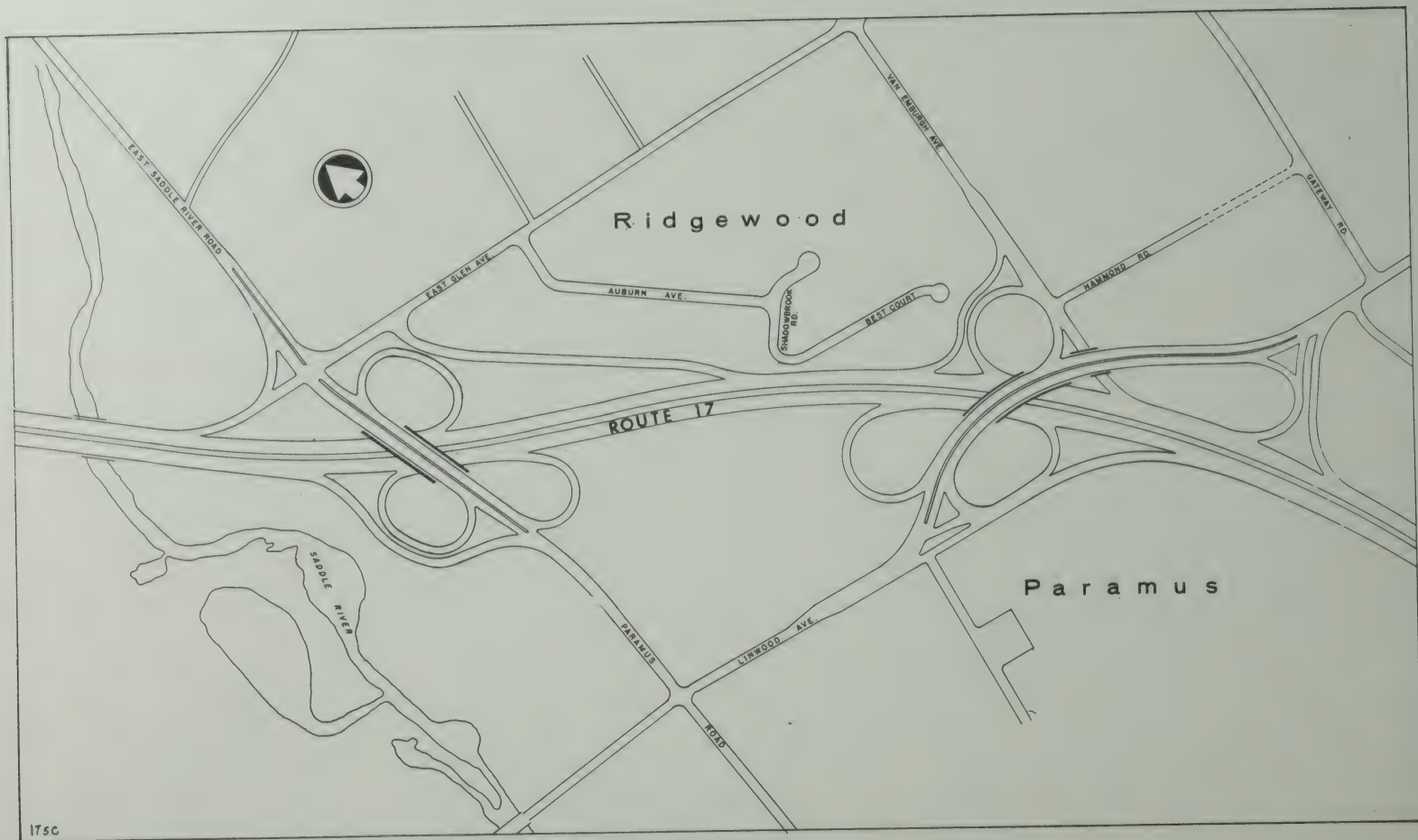
The service will be operated in New Jersey under the terms of a contract with the State that will provide the Reading with \$42,000 for the current fiscal year. The Commissioner also agreed to hold a hearing next month on a petition to be submitted by the Reading to terminate the round trip operated on Saturday and the round trip leaving Jersey City in the early morning and operating from West

(more)

Trenton to Jersey City in the late afternoon.

The Commissioner anticipated that present fares would remain in effect until January 1, 1965 and pointed out that the contract would assure Reading service for the New Jersey commuters until at least September 1, 1965.





BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609....292-3105

RELEASE THURSDAY P.M.'s



1964
ROUTE 17 - ADV
Ridgewood Village
Paramus Borough
Bergen County

Trenton, October 22 - The New Jersey State Highway Department today announced it will receive bids November 19 for the construction of two new traffic interchanges on Route 17 in Bergen County.

Work will be performed at the intersection of the Route with Linwood Avenue and at the intersection with Paramus Road - East Saddle River Road in Ridgewood Village and Paramus Borough.

Route 17 in this location presently carries two lanes of traffic in each direction, northbound and southbound, on reinforced concrete pavement separated by a grass median. The roadways will be widened to carry three lanes of traffic in each direction.

A portion of Route 17 will be relocated. The relocated roadways will consist of subbase 8 inches thick, plain concrete base course 8 inches thick and a bituminous concrete surface 4 inches thick. The roadways will be separated by a curbed grass median and bituminous concrete shoulders will border the inner and outer edges of the pavement.

Portions of Linwood Avenue and Paramus Road will be relocated and will consist of subbase 12 inches thick, bituminous stabilized base course 6 inches thick and a bituminous concrete surface 3 inches thick. A white concrete island median will separate the roadways and they will be bordered on the outer edges by white concrete vertical curb. Two lanes of traffic will be carried in each direction.

(more)

RELEASE THURSDAY P.M.'s

1964
ROUTE 17 - ADV.
Ridgewood Village
Paramus Borough
Bergen County

Complete new interchange facilities will enable traffic to connect freely between Route 17, Linwood Avenue and Van Emburgh Avenue.

A new bridge will carry relocated Linwood Avenue over Van Emburgh Avenue. The bridge, which will be about 50 feet in length, will be located about 400 feet north of the present intersection.

Another bridge about 200 feet in length will carry Linwood Avenue over Route 17.

The present traffic circle at Route 17 and Paramus Road will be replaced by a complete interchange permitting traffic to connect freely between Route 17, Paramus Road and East Glen Avenue. A new bridge will carry Paramus Road over the highway.

Existing openings in the center islands of Route 17 in the area will be closed.

The project is part of an overall improvement plan to eliminate intersections at grade on Route 17 because of increased traffic volumes on the route created by rapid land development and increased population.

Costs of the 0.83 mile project, which is expected to take 250 working days to complete, will be shared by the Federal Government and the State Highway Department. All bids will be reviewed before a contract is awarded.

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DIVISION OF RAILROAD TRANSPORTATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



Public Information
TUxedo 2-3000

IMMEDIATE RELEASE

1964
RAILROAD CONTRACTS

Trenton, Oct. 21 - Governor Richard J. Hughes today announced all major New Jersey commuter railroads have agreed to the terms of contracts guaranteeing passenger service until September 1, 1965.

The Governor said negotiations by Commissioner Palmer and members of his staff with the carriers had culminated successfully with the execution of contracts by the Jersey Central, the Erie-Lackawanna, the Pennsylvania, the Pennsylvania-Reading Seashore Lines, the New Jersey and New York, and the New York, Susquehanna and Western. The railroads will receive a total of \$7,294,100 from the State, through the Highway Department's Division of Railroad Transportation, for passenger service during the fiscal year ending next June 30th, 1965. The State has 60 days thereafter within which to negotiate new contracts.

New legislation enacted this year, the Governor noted, increased the total amount available for the railroad passenger service contracts from "6 million to the \$7,500,000 level. He added that the law also permitted the State Highway Commissioner to take the financial condition of the individual railroads and the value of their service to the public into consideration when determining the various amounts to be paid under the contracts.

"Without this flexibility," the Governor said, "it is doubtful whether all these carriers would have found it possible to continue their present service." He added that only the Reading Railroad had so far found itself unable to

(more)

1964
RAILROAD CONTRACTS

enter into a service contract with the State for the current fiscal year, however, that negotiations were still underway. "The fact that the new service contract with the Erie-Lackawanna Railroad calls for the payment of \$2,200,750 during the remainder of this fiscal year," Governor Hughes said, "is ample evidence of the importance which the State attaches to the continuation of this railroad's commuter service. We are determined that the essential passenger transportation provided by the Erie-Lackawanna be continued, and our approval of this latest contract should afford ample notice to all that we will not stand idly by if this service is threatened by the railroad regroupings now in prospect."

Governor Hughes had previously made clear to the ICC and the merger group New Jersey's desire to have the Erie-Lackawanna included in the proposed Norfolk & Western merger.

The other railroad contracts executed by Highway Commissioner Dwight R. G. Palmer called for the payment of \$2,866,275 to the Central Railroad of New Jersey; \$1,799,000 to the Pennsylvania Railroad; \$215,000 to the Pennsylvania-Reading Seashore Lines; \$86,076 to the New Jersey and New York Railroad; and \$73,500 to the New York Susquehanna and Western Railroad.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



AREA CODE 609 ... 292-3105

RELEASE THURSDAY P.M.'s

1964
Route 21 Freeway
Passaic-Bergen Counties
RIGHT-OF-WAY ACQUISITION

Trenton, Oct. 22 - The New Jersey State Highway Department today announced it will soon begin the process of purchasing right of way needed to construct the Route 21 Freeway in Passaic and Bergen Counties.

Letters have been mailed to some 105 owners of properties located within the right of way boundaries in the City of Passaic as well as Rutherford and Wallington in Bergen County.

Southern limit of the purchasing operation will be Terhune Avenue, and the northern boundary will be George Street.

The path of the future highway generally follows the Passaic River northward to the vicinity of Elliot Street where the construction will extend into the river. The river portion then extends north to the Erie-Lackawanna Railroad bridge, where the highway path swings back on dry land.

On the opposite river bank, in Rutherford, a strip of land will be purchased to match that section extending into the river on the Passaic side. The strip along the Rutherford river bank extends northward from the vicinity of Washington Street to the railroad bridge.

After returning to dry land in Passaic, the future highway continues north, and crosses the Passaic River again into Wallington, near Mercer Street and Scott Avenue.

(more)

1964
Route 21 Freeway
Passaic-Bergen Counties
RIGHT-OF-WAY ACQUISITION

The alignment then crosses back into Passaic, skirts the corner of Columbia Avenue and Aspen Place and continues northward to George Street, between Monroe Street and Madison Street.

The letters mailed to owners advise them their entire properties will be required for the highway, and that appraisals will begin immediately. All owners, the letters state, can expect visits from appraisers within 90 days, and can expect to complete negotiations by next spring.

Owners whose properties will be only partially affected can expect letters of notice at a later date. Included with the letters were printed brochures which explain in detail the exact procedure the Department follows in negotiating with the owners. The brochure also spells out the owners' rights, and explains relocation assistance available to them.

Because the Route 21 Freeway is a Federal-aid project, all homeowners and tenants will be entitled to relocation moving payments of up to \$200. Business owners can receive up to \$3,000 to help them relocate their enterprises.

ENCLOSURE

NOTE TO EDITORS: Attached is a sample copy of letter and brochure which was mailed to property owners.



ROUTE 21 FREEWAY

State of New Jersey
STATE HIGHWAY DEPARTMENT
 DWIGHT R. G. PALMER, COMMISSIONER
 TRENTON 25

The property plans relating to the above captioned highway project indicate you as being the owner of premises which will be entirely required for the proposed highway construction.

So that you will have an understanding of the Department's procedures and the steps that will be followed to assure that you are justly compensated, we are enclosing a copy of "The Process of Right of Way Acquisition." This brochure outlines for you in brief the processes of evaluation and negotiation which you may expect, and when our Negotiator calls upon you to personally discuss the matter, he will be prepared to answer any further questions which you may have.

Our appraisers are scheduled to begin their property inspections immediately and will call at your premises within the next 90 days. Negotiations will be instituted immediately thereafter and are scheduled to be entirely completed on or before March 30, 1965. Prior to visiting your premises our representative will individually contact you to arrange mutually convenient property inspection, and negotiations appointments.

This is a Federal Aid Highway Project. Your attention is, therefore, called to that portion of the brochure pertaining to the relocation advisory services and moving cost payments that are now available to eligible owners and tenants who must relocate because of Federal Aid Highway Construction. In the event you must be relocated, a Relocation Advisory Service Representative will call upon you to secure necessary information pertaining to the eligibility of yourself and any tenants that you may have. At such time as negotiations have been completed, if you are eligible, our Relocation Office will automatically forward to you, your applications for relocation advisory service and moving cost payments.

Your cooperation with our representatives will be of benefit in our endeavor to see that fair and just evaluations are made and that a mutually satisfactory settlement is reached. In all these activities we are anxious to reflect our concern for your personal problems.

Supervisor
 Bureau of Appraisals and Negotiations.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609-292-3105



RELEASE THURSDAY P.M.'s

1964

Interstate Route 78
Warren & Bernards Townships
Watchung Borough, Somerset Co.
Berkeley Heights, Union Co.

Trenton, Oct. 22 - The New Jersey State Highway Department today announced it has opened a field office for the construction project now underway in Somerset and Union Counties.

The \$2.8 million contract calls for building six bridges and a brook culvert at separate locations along the highway's alignment between King George Road in Warren Township, Somerset County, and Horseshoe Road in Berkeley Heights, Union County.

Local residents who have questions concerning the work are invited to call the project engineer, Mr. C. E. Blum (201-757-7142) or visit his office in the Christy Building on Mountain Boulevard in Warrentonville.

The new construction job is the third Route 78 project to get underway in Hunterdon and Somerset Counties since spring. More than five miles of the new superhighway is being fully constructed between County Route 523 in Tewksbury Township, Hunterdon County and the site where Route 78 and 287 interchange in Bedminster Township, Somerset County.

Moving eastward, one construction project is underway to build bridges in the six-mile stretch between Route 287 to King George Road. The new contract continues bridge construction east to Horseshoe Road.

A bid of \$2.4 million on a fourth Route 78 project, which will continue construction of bridges eastward to Plainfield Avenue in Berkeley Heights, Union

(more)

1964
Interstate Route 78
Warren & Bernards Townships
Watchung Borough, Somerset Co.
Berkeley Heights, Union Co.

County, was received October 1. Work on the project, slightly less than half a mile in length, should get underway early in November.

The roadbuilding firm which was awarded the \$2.8 million contract, Conduit and Foundation Corporation of Philadelphia, has started work in the vicinity of King George Road. Here, construction crews are clearing the area where Route 78 will cross the road, so a detour road can be built around the site of the future King George Road overpass.

Nearby, the ground will be cleared to build another bridge that will take the local road over Dead River after it is relocated.

Next, Saw Mill Road will be closed to through-traffic at the boundaries of Route 78 so preliminary work can start on this bridge, as well as a culvert which will channel Corys Brook under the highway.

Before year's end earth movers will start taking dirt from the highway's path between Stony Hill Road and Plainfield Avenue, and move it to the bridge sites for use as embankments.

Next year, work will begin in earnest on the bridges at King George Road, Mountain Avenue, Saw Mill Road, Old Stirling Road and Hillcrest Road. Completion of the project is expected early in 1966.

A Department spokesman said an Information Center will be held early in November which will bring detailed construction and right-of-way plans, as well as Highway personnel, to a meeting place near the construction sites.

(more)

3.

1964

Interstate Route 78

Warren & Bernards Townships

Watchung Borough, Somerset Co.

Berkeley Heights, Union Co.

He said the two projects extending from King George Road to Plainfield Avenue are interrelated in a manner that will make their presentation at a single Information Center easier to understand.

END

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



AREA CODE 609...292-3105

RELEASE THURSDAY P.M.'s

1964
SALE OF BUILDINGS
Route 80
Passaic & Essex County

Trenton, October 22 - The New Jersey State Highway Department today scheduled public sales Tuesday, October 27 of vacant buildings located in Wayne Township, Passaic County and the Borough of Fairfield, Essex County.

The buildings now stand on land purchased by the Department for the future construction of Interstate Route 80 and must be moved from their present locations.

The buildings in Wayne Township consist of a 2½ story one-family frame dwelling, a store-office building, 4 green houses and storage building located on the northwest corner of Routes 23 and 46. A group of 4 separate garage type buildings located on the west side of Route 23, also a 1½ story frame dwelling, whose front is glass inclosed and used as a store, located on the west side of Route 23.

A Highway auctioneer will be on the property located at the northwest side of Routes 23 and 46 at 11:30 a.m. to receive bids for all these properties which will be sold as separate units.

Property to be sold in Fairfield B orough, Essex County is a one-family two-story frame dwelling with a two car detached garage, located on the east side of River Edge Drive.

A Highway auctioneer will be on the property at 2 p.m. to receive bids.

(more)

1964
SALE OF BUILDINGS
Route 80
Passaic & Essex Counties

A Highway spokesman said that similar sales during recent years have saved or returned to the Department almost one million dollars and returned hundreds of valuable buildings to service and to municipal tax rolls. The spokesman noted that this year to date over a hundred thousand dollars had been gained by building sales or saving in demolition costs.

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THE
LIBRARY OF THE
MUSEUM OF MODERN ART
1000 5th Avenue
New York 17, N.Y.

THE MUSEUM OF MODERN ART
1000 5th Avenue
New York 17, N.Y.
This book is loaned to you by the
Museum of Modern Art
and is to be returned to the
Museum of Modern Art
at the expiration of the loan period.

1957

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609...292-3105



RELEASE THURSDAY P.M.'s

1964
Mechanic Apprentice Program
Civil Service Examination

Trenton, October 22 - The New Jersey Department of Civil Service has announced an open competitive examination to fill vacancies in the State Highway Department's two year Mechanic Apprentice Program.

The exam is open to 12 month residents in New Jersey with U.S. Citizenship, a grammar school education, one year experience or vocational training in automotive mechanics, and a valid N.J. driver's license.

Closing date for filing application is Nov. 2, 1964. The exam will be given on Nov. 7 at the Civil Service Examination Building, 808 Prospect St., Trenton.

Those who pass and are employed will be required to complete the two year training program which will result in permanent Civil Service status. The salary range is \$3546 to \$4608.

Benefits to successful applicants include two years of free technical education in equipment and automotive mechanics, 12 days annual vacation, 15 days accumulative sick leave, 12 paid holidays annually, State paid life insurance, hospitalization and major medical insurance, excellent promotional opportunities, and a liberal pension system.

Additional information and application blanks may be obtained at the Department of Civil Service, State House, Trenton, or branch offices at 80 Mulberry Street, Newark, and City Hall, Camden.

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NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey

RELEASE FRIDAY OCTOBER 16, 1964

WEEK OF OCTOBER 17 - OCTOBER 23

Trenton, Oct. 16 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of October 17 - October 23.

Atlantic

Route 9, Absecon, Wyoming Avenue -- Minor delays during water main installation.

Bergen

Route 4, Hackensack, River Edge, Teaneck -- Traffic will be restricted to one lane in each direction during operations to repair bridge decks.

Johnson Avenue will be closed between Madison Avenue and Route 4 until the end of 1964.

Route 93 and U.S. 1 and 9, Ridgefield -- Minor delays during island channelization work.

Route 93, Leonia -- Minor delays during resurfacing.

Camden

Route 38, Pennsauken and Cherry Hill Townships -- Traffic will be guided through the construction area. The condition will continue until the end of October 1964.

Route 70, Pennsauken and Cherry Hill -- Slight delay may be expected at Cuthbert Boulevard during

culvert construction. The condition will continue until November.

Route 42 and Route 76 and 295 interchange, Bellmawr -- Minor delays from 8 a.m. to 4:30 p.m. while ramps are resurfaced.

Route 70 Ellisburg Circle -- Minor delays during construction of vertical curb.

Route 70, Cherry Hill -- Minor delays during water main installation.

Essex

Route 21, Newark and Belleville -- Traffic will be guided through the construction area. The condition will continue until the fall of 1964.

Essex-Union

Route 24, Millburn and Springfield -- Traffic in each direction on Morris Avenue between Mountain Avenue and Center Street (Springfield) will be delayed due to construction operations. The condition will continue through the month of November.

Hunterdon

Route 69 and U.S. 202, Raritan Township and Borough of Flemington -- Traffic will be routed over the new roadway while the old roadway is being rebuilt. The condition will continue for three months.

Hunterdon-Somerset

Route 78, Tewksbury, Readington and Bedminster

(more)

1964
TRAFFIC CONDITIONS REPORT

Hunterdon-Somerset cont'd

Townships -- Detour roads will be built at Rattlesnake Bridge Road, Bunn Road, Park Avenue and Matheson Road, Cowperthwaite Road will be closed to through traffic which will use Stillwell Road and Bunn Road as alternates. The condition will continue until the end of 1964.

Mercer

Route 29 Freeway, Ewing Township -- Minor delays may be expected until the fall of 1964. Traffic will be guided through detours at Aberfeldy Drive and at West Upper Ferry Road.

Route 206, south of Cherry Valley Road -- Minor delays during drainage construction.

Middlesex-Monmouth

Route 9, Marlboro, Manalapan, Madison Townships -- Slight interference resulting from trucks and construction equipment moving materials throughout the construction area. Caution should be observed in locations where shoulder excavation has been performed.

Monmouth

Route 9, Freehold and Manalapan Townships -- Traffic will be guided through the construction area during dualization work. Slight delay may be expected. The condition will continue for three months.

Route 36, Keyport, Raritan Township, Union Beach, Keansburg -- Detour roads at East Creek and Waackaack Creek. Minor interference will continue for three months.

Route 71, Manasquan -- Minor delays during intersection revision.

Morris

Route 46, Mount Olive Township -- Traffic will be guided through the construction area. Slight interference may be expected.

Morris-Essex

Route 80, Parsippany-Troy Hills, Montville, Fairfield -- Construction equipment will be crossing Hook Mountain Road, Change Bridge Road, Maple Avenue and Horseneck Road. Traffic will be guided through the construction area.

Morris-Passaic

Route 23, West Milford and Jefferson Townships -- Traffic will be guided through the construction area. The condition will continue for a year.

Morris and Warren

Route 24, Borough of Washington, Washington Township, Mansfield Township, Town of Hackettstown -- During resurfacing operations, traffic will be maintained with single lane restrictions in the immediate area of pavement operations. The condition will continue until the end of 1964.

Salem

Route 49, Salem River Bridge, Salem City and Lower Penns Neck Township -- Beginning September 14, traffic across the bridge will be restricted to one lane. Traffic directors will be on duty 24 hours daily. River traffic must arrange for draw openings 24 hours in advance. The condition is expected to continue until October 16.

Somerset

Route 78, Bridgewater, Bernards, Warren Bedminster -- Some interference may be expected at Route 202-206, Washington Valley Road and Martinsville Road.
(more)

1964
TRAFFIC CONDITIONS REPORT

Somerset cont'd

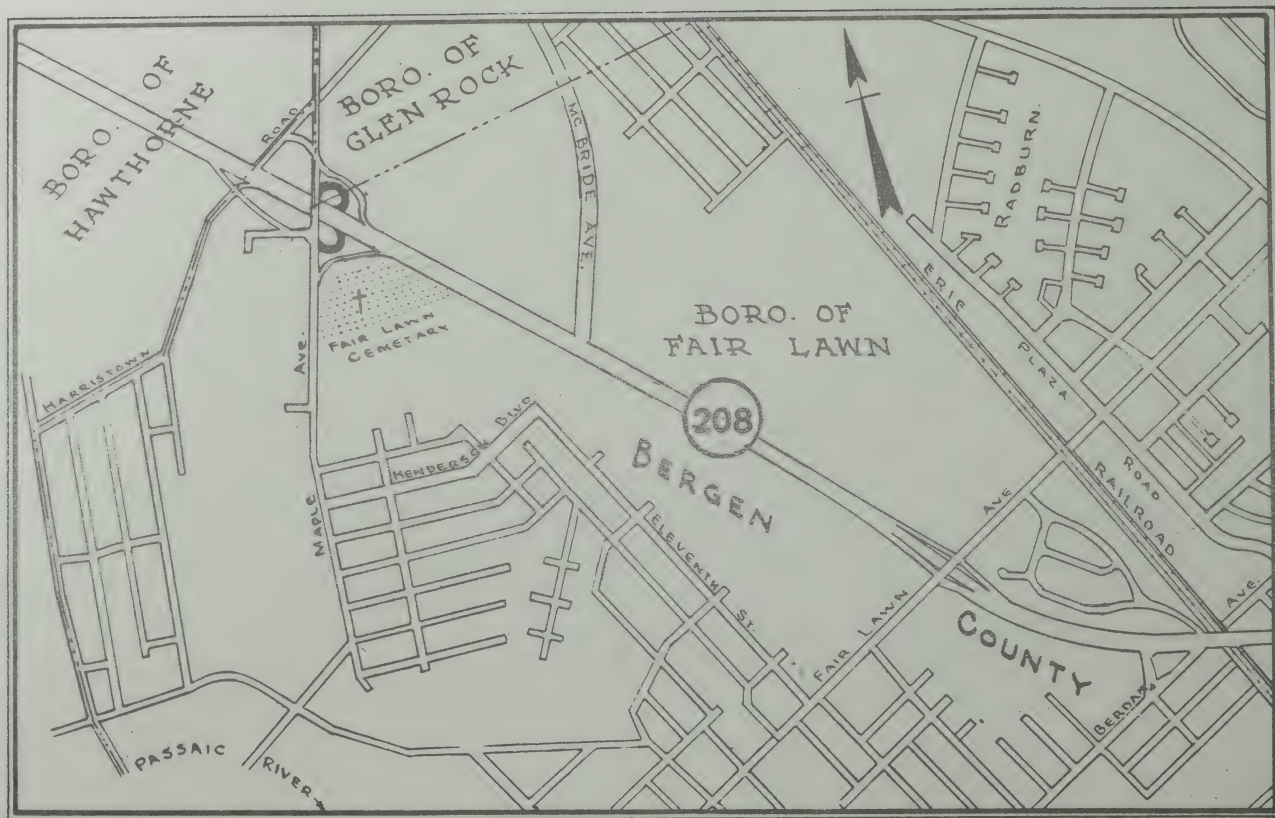
Dead River Road and Mountain View Road have been closed to through traffic. Traffic will be detoured around bridge construction sites. The condition will continue until the spring of 1965.

Route 287, Bedminster Township and Borough of Far Hills -- Traffic will be guided through a detour roadway at Far Hills Road for the next six months.

Schley Mountain Road (Layton Road) will be closed off from Douglas Road to Far Hills Road and a detour will be established via Douglas Road and Far Hills Road for the next five months.

Route 287, Bernards Township and Borough of Far Hills -- Annin Road will be closed to through traffic until bridge construction is complete.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609....292-3105



IMMEDIATE RELEASE

1964

Route 208 - BIDS
Maple Avenue Ramps
Borough of Fair Lawn
Borough of Glen Rock
Bergen County

Trenton, Oct. 15 - The New Jersey State Highway Department today announced a low bid of \$54,948.25 was received from Sam Braen Construction Co., Wyckoff, on a project for construction of a pair of connecting ramps on Route 208 at the intersection with Maple Avenue in Glen Rock and Fair Lawn, Bergen County.

Other bidders on the project were: Taylor Constructors, Inc., Hackensack, \$56,963.30; Geo. M. Brewster & Son, Inc., Bogota, \$57,129.05; P. T. & L. Construction Co., Paramus, \$61,356.80; Franklin Contracting Co., Little Falls, \$62,867.45; J. Turco Paving Contractors, Inc., Kearny, \$74,045.50 and P. Michelotti & Sons, Inc., Saddle Brook, \$76,164.20.

The ramps will be built east of Maple Avenue and on the north and south sides of Route 208 in the two Boroughs.

Addition of the ramps will complete the interchange enabling traffic on Maple Avenue as well as on Route 208 to connect or turn around.

Northbound traffic on Maple Avenue will use one of the new ramps to reach westbound Route 208 while the other ramp will be used by eastbound Route 208 traffic to reach northbound Maple Avenue.

The new ramps will be 25 feet wide between curbs and will have a bituminous concrete surface.

(more)

1964
Route 208 - BIDS
Maple Avenue Ramps
Borough of Fair Lawn
Borough of Glen Rock
Bergen County

Costs of the project, which is expected to take 40 working days to complete, will be paid by the State Highway Department. All bids will be reviewed before a contract is awarded.

208,3D
65-M

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NEW JERSEY STATE HIGHWAY DEPARTMENT

Bureau of Public Information-Trenton, N.J.

Featurettes for News Media

SNOW ROOM
6436

FOR IMMEDIATE RELEASE

The Snow Room at the New Jersey State Highway Department headquarters in Trenton is somewhat like the G-H-Q of an army at war.

Battle lines are drawn up a few hours before snow falls, when weather reports indicate snow is on the way.

The Snow Room crew starts plotting temperatures and expected snow depths on a huge map of the state. As snow falls and Department snow removal crews go into action, magnetic markers are placed on another big map to show at a glance which state highways are being cleared.

If the storm increases in intensity, private trucks under contract may be called into action, and additional magnetic markers are placed on the map to show their locations.

All snow removal personnel have a "dry run" late in the fall to make sure all plows fit the trucks assigned; that stockpiles of sand and salt are adequate and spreaders are working properly; and that the radio network of more than 300 mobile sets and 11 base stations are in proper contact.

This system of being prepared before bad weather strikes paid off during the 1963-64 snow season. Of the many bottlenecks reported to the Snow Room, very few were found to be caused by the lack of snow removal on state highways.

Most of the tie-ups were found to be caused by truck and passenger car drivers who were unprepared for bad weather. In many instances, when the driver got stuck, he abandoned his vehicle causing more hazardous conditions on the highways and extra trouble for the snow removal crews.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



AREA CODE 609...292-3105

RELEASE FRIDAY P.M.'s

1964

Route 49 - ADV
City of Millville
Cumberland County
Channelization

Trenton, Oct. 16 - The New Jersey State Highway Department today announced bids will be received November 5 on a project for improvement of traffic channelization on Route 49 at the intersection with Wade Boulevard and Leaming Mill Road, in the City of Millville, Cumberland County.

Turning movements between Route 49, Wade Boulevard, and Leaming Mill Road, will be improved by reconstruction of the intersection and the addition of left turn slots on Route 49.

Wade Boulevard will be extended in a nearly straight line southward enabling both directions of traffic on the Boulevard to proceed directly across the intersection under the protection of traffic signals.

Southbound Wade Boulevard traffic approaching the intersection will reach westbound Route 49 by using a connecting ramp.

Two lanes of traffic are carried on Route 49 in each direction on reinforced concrete pavement. New turn slots will enable Route 49 traffic to make left turns into Wade Boulevard under the protection of traffic signals.

The new portion of Wade Boulevard will carry two lanes of traffic in each direction and will consist of subbase six inches thick, gravel base course

(more)

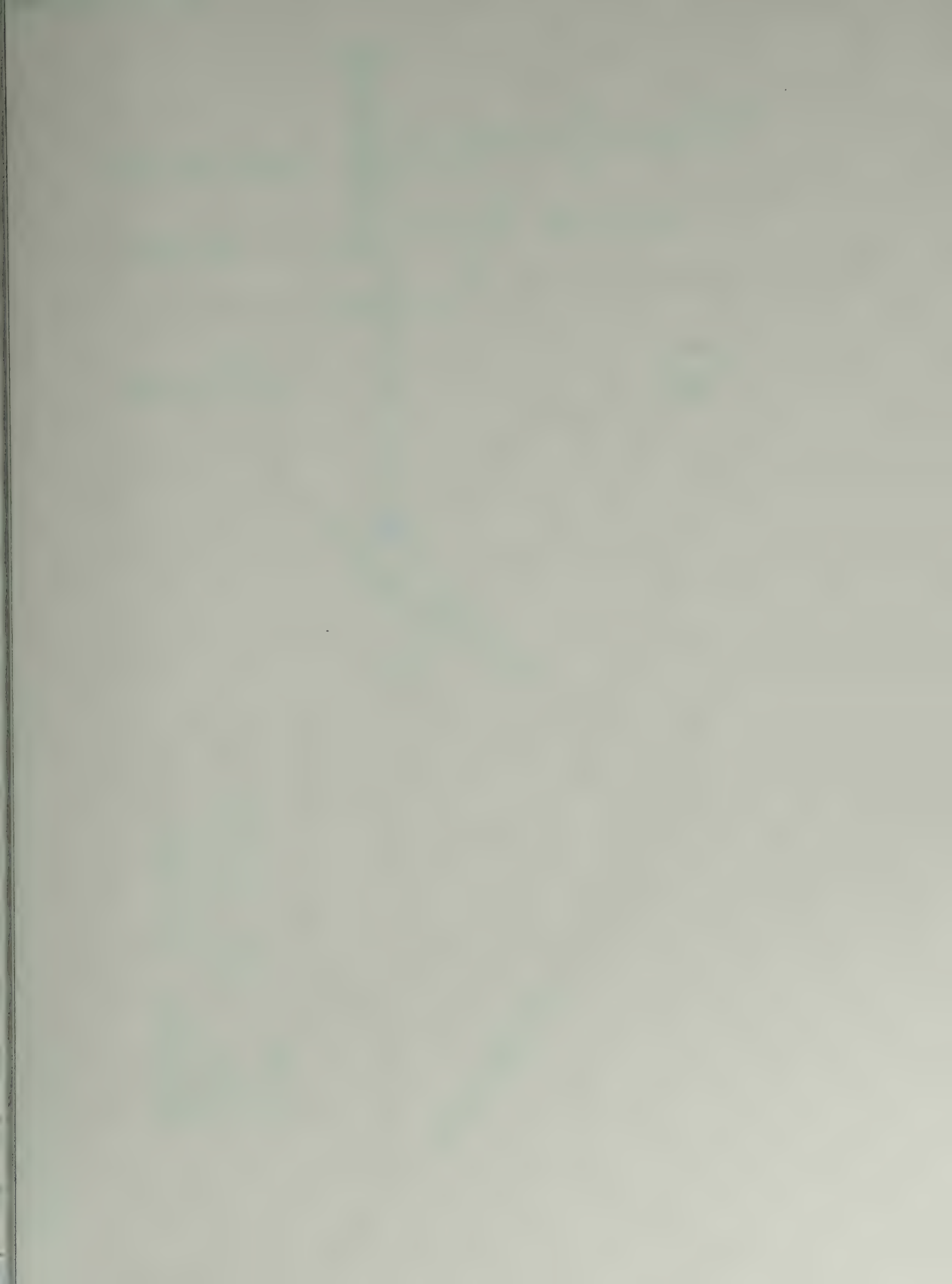
1964
Route 49 - ADV
City of Millville
Cumberland County
Channelization

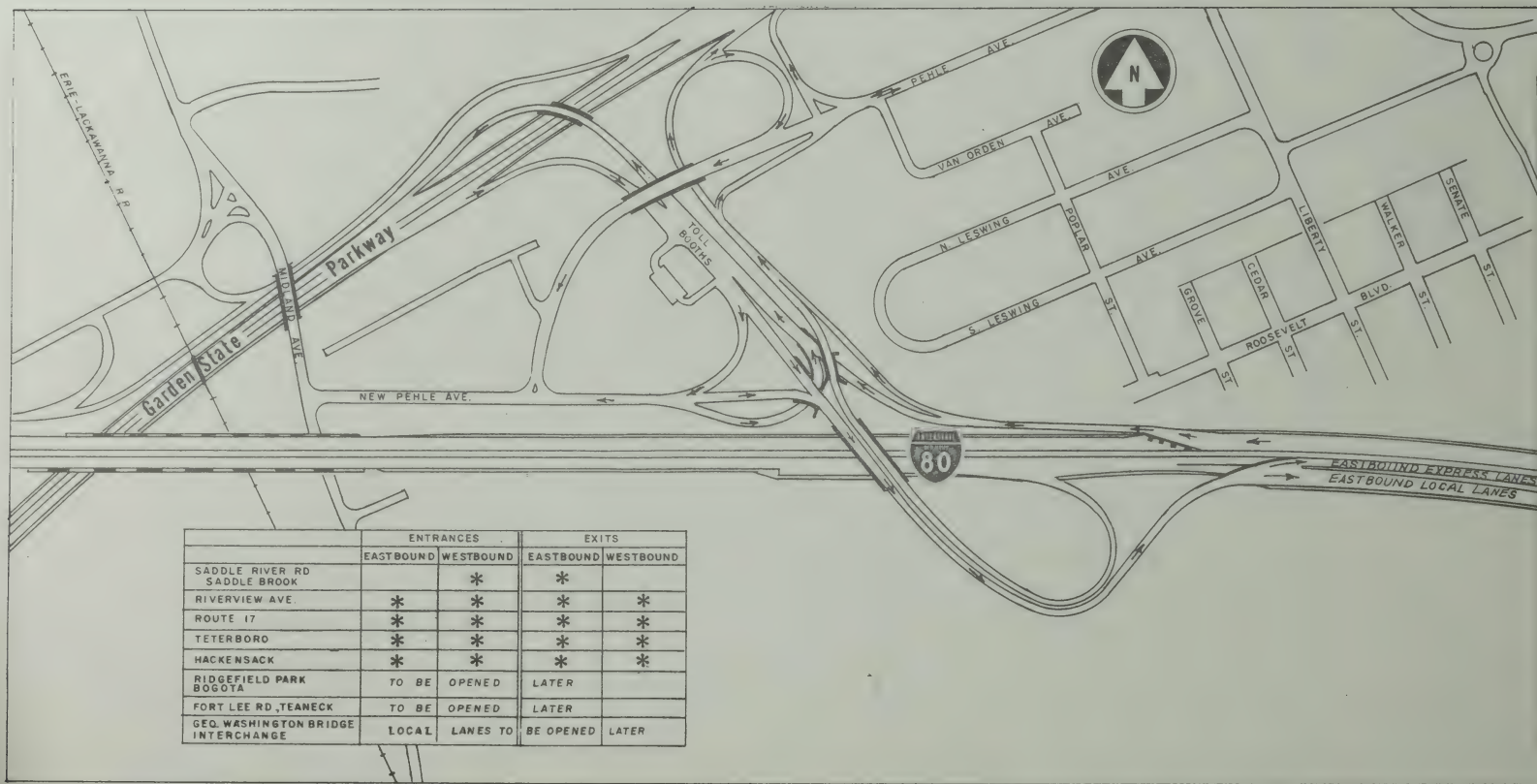
four inches thick, bituminous concrete pavement two inches thick bordered
by concrete vertical curb.

Costs of the project, which is expected to take 50 working days to complete
will be paid by the State Highway Department. All bids will be reviewed
before a contract is awarded.

49,9A

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



AREA CODE 609...292-3105

IMMEDIATE RELEASE

1964
Interstate Routes 80 and 95
Bergen-Passaic Expressway
Bergen County
OPENING CEREMONY

Trenton, Oct. 15 - The New Jersey State Highway Department today announced its opening ceremonies for the Bergen-Passaic Expressway between the George Washington Bridge and the Garden State Parkway will take place on the new superhighway east of the Fort Lee Road interchange.

Governor Richard J. Hughes and Federal Highway Administrator Rex M. Whitton, will join Commissioner Dwight R. G. Palmer on the eastbound side of the Expressway at 12 noon, October 19, to participate in the event.

The event will be open to the public. Entrance to the site will be at the Fort Lee Road interchange where a ramp will be temporarily pressed into service to handle the vehicles of all who wish to attend. Directional signs to intercept ceremony bound drivers at Route 4 and 46, and channel them via Teaneck Road, will be erected.

After the customary ribbon cutting, the express lanes of the new highway will be opened along the entire ten miles between the George Washington Bridge and the Parkway. Local lanes will also be opened from west of the Hackensack River to the Parkway. Local entrances and exits to the expressway will be open only at connecting ramps located west of the Hackensack River Bridge.

At a later date interchange points east of the Hackensack River, at Fort Lee Road, and at Broad Avenue will be opened when the local roadway connections are completed.

(more)

1964
Interstate Routes 80 and 95
Bergen-Passaic Expressway
Bergen County
OPENING CEREMONY

A Highway Department official explained the ten-mile section of Bergen-Passaic Expressway to be opened is made up of parts of two interstate highways -- Route 95 extending from the George Washington Bridge about four miles westerly to an interchange near Teaneck Road, where Route 80 begins its journey west to San Francisco.

A total of 25 construction contracts, amounting to more than \$76 million were required to construct the Expressway some 13 miles west into Paterson, and start preliminary work another two miles farther into West Paterson.

The Department is aiming to open the Expressway between the Garden State Parkway and Paterson in the near future. The remaining portions to West Paterson is scheduled for completion in 1966.

Interchange points to be opened after the ribbon-cutting are located at the Garden State Parkway, where motorists can enter, eastbound Route 80 from either northbound or southbound Parkway lanes and leave westbound Route 80 to go in either north or south on the Parkway.

At Saddle River Road eastbound traffic can leave the Expressway and westbound traffic enter the Expressway.

At Riverview Avenue in Lodi, exit and entrance ramps will be opened eastbound and westbound, and full interchange facilities will be opened at Route 17. At Polifly Road an eastbound entrance ramp and westbound exit ramp will be opened after the ceremony.

(more)

1964

Interstate Routes 80 and 95
Bergen-Passaic Expressway
Bergen County
OPENING CEREMONY

In Teterboro, exit and entrance ramps from eastbound Route 80 to North Street are ready to be opened, and a similar set of on-off to Wesley Street ramps on the westbound side also are ready.

In Hackensack, an interchange adjacent to the Hackensack River Bridge will be fully opened.

East of Hackensack all traffic will be confined to the express lanes of the new highway.

Anyone interested in attending the ribbon-cutting ceremony should drive to Fort Lee Road via Teaneck Road, and follow the blue-and-white "Dedication" signs to the ceremony.

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609...292-3105



RELEASE THURSDAY P.M.'s

1964
Route 28 - ADV
Cranford
Union County

Trenton, Oct. 15 - The New Jersey State Highway Department today announced bids will be received November 5 on a project for replacement of the bridge which carries Route 28 across the Rahway River in Cranford, Union County.

The old bridge now spanning the river between the Springfield Avenue intersection and the Centennial Avenue intersection will be replaced with a new reinforced concrete structure.

The new bridge will be nearly 62 feet long and will measure about 50 feet from curb to curb. Two lanes of traffic will be carried in each direction, eastbound and westbound, on a reinforced concrete deck. Sidewalks will border the bridge roadway on both sides.

The approach roadways to the bridge will be widened.

During construction, traffic will be detoured around the construction area using Walnut Avenue, South Avenue and Centennial Avenue.

Costs of the 0.087 mile project, which is expected to be completed in 120 working days, will be paid entirely by the State Highway Department. All bids will be reviewed before a contract is awarded.

28,7B
63-N-45

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NEW JERSEY STATE HIGHWAY DEPARTMENT
BUREAU OF PUBLIC INFORMATION
1005 PARKWAY AVE. TRENTON
ARTS CODE 919 291-3192



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It is the policy of the New Jersey State Highway Department to provide for the safe and efficient operation of the State Highway System. This policy is based on the principle that the State Highway Department is responsible for the maintenance and improvement of the State Highway System.

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